

# Marine Spatial Planning and Transnational Partnership Working in the Irish Sea

Stakeholder Workshop  
Merseyside Maritime Museum  
10 February 2011

**National Perspectives on Marine Planning** - A series of short documents which give a current overview of marine planning from the perspective of each of the six administrations around the Irish Sea.

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## MARINE PLANNING: THE SCOTTISH PERSPECTIVE

### Legislation

The Marine (Scotland) Act provides a framework which will help balance competing demands on Scotland's seas. It introduces a duty to protect and enhance the marine environment and includes measures to help boost economic investment and growth in areas such as marine Renewables.

Marine Scotland, a Directorate of the Scottish Government, is responsible for the integrated management of Scotland's seas. Established following the Marine (Scotland) Act, Marine Scotland brings together the functions and resources of the previous SG Marine Directorate, Fisheries Research Services (Marine Scotland Science) and Scottish Fisheries Protection Agency (Marine Scotland Compliance).

### Policy Context

Marine Scotland's mission is to manage Scotland's seas for prosperity and environmental sustainability. This contributes to the Scottish Government's overall purpose of sustainable economic growth and achievement of a shared vision of clean, healthy, safe, productive, biologically diverse marine and coastal environments, managed to meet the long term needs of people and nature.

The Marine (Scotland) Act introduces statutory marine planning for the first time in the Scottish marine area. The Act provides for a National Marine Plan and for the delegation of marine planning functions to a regional level. The Scottish Government's intention is to delegate these to Marine Planning Partnerships which will be responsible for developing regional plans.

The National Marine Plan will provide direction on what we wish to achieve for the marine environment and in key areas such as renewable energy, fishing, aquaculture, conservation, recreation and tourism, ports and harbours and shipping etc. Nature conservation and historic designated sites will be clearly identified within the plan.

Marine Scotland is working closely with the UK government, the Welsh Assembly Government and the Northern Ireland Executive to create and jointly adopt a UK Marine Policy Statement. This Statement is the first stage in the new planning systems that are implementing Primary Legislation across the UK. It will set out high level ambitions and priorities for the policies that will shape the use of marine resources and how sustainable seas can be achieved. The Scottish National Marine Plan will be developed in accordance with the policies set out in the UK Marine Policy Statement.

### Key Agencies and Areas of Responsibility

Delivery partners including Government Departments, SNH, SEPA, JNCC, Historic Scotland etc will be involved in the marine planning process from the earliest stage.

## **Current status of Implementation**

A consultation on the characteristics on which the boundaries of Scottish Marine Regions will be set was launched on 23 November, closes 18 February 2011.

Work is underway on developing Scotland's first National Marine Plan. A pre-draft consultation will be issued in Spring 2011. We will also be publishing a Statement of Public Participation in early February.

## **Future Programme of Activities**

Stage 1: Initial meetings to consult stakeholders on the scope and content of the National Marine Plan: June - December 2010.

Stage 2: Preparation of pre consultation draft National Marine Plan and undertaking Sustainability Appraisal(SA), which includes Strategic Environmental Assessment (SEA) : October 2010 – March 2011.

Stage 3: Pre consultation of the draft national marine plan and draft SA/SEA(12 weeks) : March 2011- June 2011.

Due to The Scottish Parliament elections taking place on 5th May 2011, the dates of stages 4-8 may be subject to change.

Stage 4: Revision of the pre consultation draft National Marine Plan in response to comments made during the pre consultation and the SA/SEA pre consultation: July 2011- August 2011.

Stage 5: Consultation on the Draft National Marine Plan(12 weeks).  
Consultation on the SA and SEA(12 weeks): autumn/winter 2011.

Stage 6: Revision of the Draft National Plan (including a statement on inclusion of retained functions and that the plan is in conformity with MPS) in response to comments made during the Plan consultation and the SA/SEA consultation: early 2012.

Stage 7: Laying draft National Marine Plan before Parliament and Parliamentary consideration of the proposed National Marine Plan: Spring/summer 2012

Stage 8: Final considerations, adoption and publication of the National Marine Plan.  
Publication of the SEA Post-Adoption Statement: Spring/summer 2012.

Stage 9: Keep National Marine Plan under review and report in line with the appropriate legalisation.

Following the Marine Regions consultation, Marine Planning Partnerships are to be established to create regional marine plans which will be appropriate for that area. They will take into account the National Marine Plan and any specific directions from Ministers under sections 12-14 of the Marine (Scotland) Act.

## **Existing Stakeholder Engagement Arrangements**

We will involve a wide range of stakeholders including key agencies, planning authorities, private sector including fisheries representatives, tourism and recreation organisations, shipping, ports and harbours, marine Renewables sector, voluntary sectors and members of the public to develop a National Marine Plan. We will also be using the expertise and knowledge of the Scottish Coastal Forum and Local Coastal Partnership's specifically for Regional planning purposes.

In order to ensure that the National Marine Plan fits with the UK Marine Policy Statement and meets the needs of Scotland Marine Scotland held a joint consultation workshop for Scottish Stakeholders. The aim of the workshop was to identify the key objectives for each of the sectors. This is currently being followed up by a series of workshops with each of the sectors individually.

## **Existing Transnational Partnership Working Arrangements**

We have already notified bordering countries of our intentions to start drafting a Marine Plan. We will also be working with our counterparts in England, Wales and Northern Ireland to seek their views through this process.

## MARINE PLANNING: THE NORTHERN IRELAND PERSPECTIVE

### Legislation

The Marine and Coastal Access Act 2009 marked the first step toward a comprehensive management system for our seas and coasts. The Act established the framework for marine planning to take place across the UK.

Due to the nature of devolved settlement for Northern Ireland (NI), and the complex mix of devolved and reserved functions, the framework for marine planning will be achieved through three interlocking pieces of legislation:

1. the UK MCA Act 2009;
2. the UK-wide Marine Strategy Regulations 2010 (transposing the Marine Strategy Framework Directive); and
3. the forthcoming NI Marine Bill.

This UK Act, insofar as marine planning is concerned, extends to NI in relation to:

- the UK-wide Marine Policy Statement (MPS); and
- NI's offshore region (from the 12nm limit to the boundary of the NI zone), for which the Department of the Environment (DOE) will be the marine plan authority.

There is no proposal at this time to delegate marine plan functions for Northern Ireland to any other public body.

### NI Marine Bill

NI remains committed to introducing a NI Marine Bill during 2011, which will establish DOE as the marine plan authority for the inshore region, thereby complementing DOE's role for the offshore region set out in the Marine and Coastal Access Act 2009.

A public consultation ended on 9 July 2010, with consultees supportive of the policy proposals. A policy memorandum was agreed by the NI Executive at its meeting on 18 November 2010, paving the way for the Bill's introduction in 2011.

The Minister considers these policies, when in place, will play a key part in ensuring that an integrated and coherent marine plan is in place for NI by 2014.

It is intended that this marine plan will also:

- support ICZM through its integration with other related, adjacent or overlapping plans, particularly at the coast; and
- consider river basin management plans prepared under the Water Framework Directive, any Flood Risk Management Plans and terrestrial plans where appropriate.

Officials will continue to work closely with DEFRA and the other Devolved Administrations (DA) to ensure that a joined-up approach is achieved across and between the UK's boundaries. In addition, preliminary discussions have taken place with colleagues in the Republic of Ireland. The first formal steps in the preparation of the NI Marine Plan cannot however commence before introduction of the NI Marine Bill.

At present it is envisaged that a team within the Strategic Planning Operations Division of DOE's Planning Service will be responsible for development and implementation of NI's marine plan.

## **Plan Coverage**

Given that the extent of NI marine waters is small in comparison to those identified by the MMO for English waters, a single plan covering NI's inshore **and** offshore regions is proposed with the power to create more localised plans, if considered necessary.

To inform the development of a NI marine Programme, including a new marine planning system, the NI Environment Agency in conjunction the Agri-Food and Biosciences Institute, with contributions from other Departments and stakeholders launched a Northern Ireland State of the Seas Report on 26<sup>th</sup> January 2011. This report complements Charting Progress 2 and highlights the issues specific to NI.

## **Policy Context**

The UK Government, and DAs are working towards joint adoption of the Marine Policy Statement (MPS) this Spring. This will provide the overarching policy framework for the development of marine plans.

The MPS will ensure the development of our marine area is based upon a balanced consideration of economic, social and environmental factors, which take account of the costs and benefits of key marine activities.

While the DOE's Planning Service will be responsible for the preparation of a marine plan for NI, responsibility for regulating other aspects of marine related activity are spread across other NI Departments; for example sea fisheries and aquaculture are the domain of the Department for Agriculture and Rural Development; while marine renewables are the responsibility of the Department of Enterprise, Trade and Investment.

Nonetheless, and in accordance with the UK Act, DOE as the marine plan authority will consult with all other relevant NI departments during the preparation of the consultation draft Marine Plan, and text of the final plan for adoption.

## **Key Regulatory Partners and Areas of Responsibility**

Similar to that in other regions, the preparation of a marine plan for NI waters will be an iterative process informed by the contribution of other delivery partners including Government Departments, local authorities, NI Environment Agency, Port and Harbour Authorities, Commissioner of Irish Lights and other relevant NGO's. These and other organisations must be involved in planning from the earliest stages to ensure that Marine Plans integrate effectively with other plans and existing management processes.

## **Current Status**

NI will begin the formal processes of plan making following introduction of primary legislation through the NI Marine Bill which is anticipated early in 2012.

The new marine planning system should be as open and transparent as possible. Early engagement of the public, relevant commercial interests, stakeholder groups, local government and other regulators in the planning process is fundamental to achieving its objectives. Those with an interest will be given the chance to get involved in the planning process as early as possible, in deciding on the broad scope of the plan as well as in the drafting stages. This will lead to better planning, and give those who might be affected by the plan a role in shaping it, enabling them in due course to take ownership of the final plan. Initial informal engagement with stakeholders can hopefully commence during 2011 as it is considered that this is not bound to the emergence of the NI Marine Act, nor the final Marine Policy Statement.

In particular, it is proposed that the Department would seek the views of stakeholders on the matters that should be included in the plan before the detailed work of producing a plan begins. Informal involvement at this stage from stakeholders with knowledge of the factors affecting specific marine interests or a particular marine region will be important to the plan's success.

## **Future Programme of Activities**

The Department has identified key stages in the plan making process which, in general are similar to those identified by the MMO and includes:

- Stage 1: Initiation and Stakeholder Engagement;
- Stage 2: Evidence gathering, Analysis and Plan Preparation;
- Stage 3: Approval, Publication and Consultation; and
- Stage 4: Investigation, Finalisation and Adoption

While formal steps await the introduction of primary legislation, the Minister of the Environment, Edwin Poots MLA, has stated that a marine plan for NI waters should be in place by 2014. Stakeholder engagement also runs throughout this entire process. The sustainability appraisal will run alongside the plan making process, with stakeholders involved in the SA in all key stages of plan making.

## **Existing Stakeholder Engagement Arrangements**

The Department will seek to engage with relevant stakeholders on an informal basis during 2011. This approach will help to build knowledge and establish sound working relationships. We have identified the different broad sectors that will be involved in marine planning and will have regard to existing management and consultation arrangements

## **Existing Transnational Partnership Working Arrangements**

The Department will continue to work with our counterparts in other DAs, as well as colleagues in the Republic of Ireland, to seek their views during the development of our marine plan.



## MARINE PLANNING THE IRISH PERSPECTIVE

### Legislation

The operation of the foreshore consent process is governed primarily by the Foreshore Act 1933 which has been the subject of limited amendment since its enactment. Strategic developments currently taking place in the marine environment highlight the need for a new planning and consent architecture for development, if Ireland is to leverage maximum value from its marine resource in a sustainable way.

### Policy Context

Within the last few years, there have been significant EU policy developments regarding both offshore renewable energy and marine planning, together with a new Directive concerning the environmental quality of marine waters. The EU Green Paper “Towards a future maritime policy for the Union” recognised that policies on maritime transport, industry, coastal regions, offshore energy, fisheries and the marine environment have been developed separately. This fragmentation of decision making makes it difficult to comprehend the potential impact of one set of activities on another. The Green Paper advocated a more holistic approach and called for spatial planning for a growing maritime economy.

Therefore, the development consent process needs to be underpinned by a robust planning framework which would not only ensure compliance with relevant EU Directives but also promote sustainable development by taking account of the full range of policy issues involved, including the needs of existing and prospective users of the marine space around Ireland.

Ultimately, development consent in the Irish context will need be managed within an overall spatial plan for Ireland’s marine environment. The objectives of such a marine spatial planning system would include:

- The establishment of an overall vision or strategy for the marine environment;
- A plan-led policy framework on a tiered basis for the granting of activities and developments in the marine environment.
- Identification of suitable areas for various developments and uses and identification where such development may not be appropriate.
- Policy objectives to achieve a sustainable balance between economic development in the marine environment and conservation.

### Current Position

Following the enactment of the Foreshore and Dumping at Sea (Amendment) Act, 2009, the Department of the Environment, Heritage & Local Government assumed responsibility in January 2010 for a range of foreshore functions including all energy related developments (including oil, gas, wind, wave and tidal energy). A range of administrative and regulatory measures have already been developed to improve the throughput of foreshore applications.

Given the need for urgent reform of the foreshore consent process and the need for a plan-led framework, it is proposed to bring forward the General Scheme of a Marine Planning Bill in 2011. The strategic objectives will be to:

- Integrate the foreshore consent process for major infrastructure projects within the strategic consent process operated by An Bord Pleanála, and for non strategic projects within the wider planning system operated by local authorities.
- Provide for a plan-led approach to the foreshores through the development of integrated coastal management objectives within the existing planning hierarchy to manage the interface between terrestrial planning and foreshore development, and
- Provide for a new Statutory Marine Spatial Planning Framework.

### **Renewable Energy**

The draft Offshore Renewable Energy Development Plan (OREDPA) currently out for public consultation also provides an important starting point for establishing a plan-led framework for the regulation of activities and development in this area. The OREDPA describes the policy context for the development of offshore renewable energy in Irish waters for the period to 2030. The Plan specifically examines the potential for offshore renewable energy and how that potential might be maximised through low, medium and high development scenarios. The Plan and associated strategic environmental report also contain valuable information on other aspects of the marine environment, including identification of other users, environmental constraints and possible mitigation measures.

The OREDPA is expected to be adopted by the end of Quarter 2011.



## **MARINE PLANNING: THE ISLE OF MAN PERSPECTIVE**

### **Legislation**

Currently, there is no Marine Spatial Planning Legislation for the Isle of Man. There are a number of pieces of Legislation which are relevant to the marine environment (for cables, pipelines etc) however, there is no one overarching Bill or Act relating to Manx territorial waters such as the recent Marine and Coastal Access Act 2009 in the UK and the Marine (Scotland) Act 2010. Work is currently progressing on determining the best process which can be used to issue consent for marine developments and whether our own Marine Bill should be developed.

The Isle of Man owns its seabed out to 12 nautical miles. The current consenting process for the Isle of Man for development within the territorial waters requires that permission be sought from the owner of the seabed (currently the Department of Infrastructure) who will then consider the request and give consent if appropriate while permission for aggregate extraction has fallen under Department of Trade and Industry (now Department of Economic Development) who retain the rights to the minerals within the Manx waters and give consent to prospective developers. As in the case of other Crown Dependencies, the Isle of Man falls outside the UK and European Union jurisdiction, therefore, an SEA is not a requirement here.

### **Policy Context**

The Isle of Man Government requested the UK ratify the Kyoto Protocol on our behalf, which was achieved. The requirements on the Isle of Man are to develop plans and policies to reduce our CO2 emissions. To contribute towards this, a target of 15% of electricity generated from Renewable Sources was agreed by the Isle of Man Parliament, Tynwald in May 2010. The Isle of Man Government will consider the installation of marine renewable energy devices within our territorial waters if the appropriate framework for consenting and development is confirmed. This MSP project is an example of joined up Government attempting to provide an integrated approach towards appropriate marine management.

### **Key Regulatory Partners and Areas of Responsibility**

The Marine Spatial Planning (MSP) project within the Isle of Man Government is being undertaken using a joined up approach across Government. The MSP project is funded by three Government Departments, all with an interest in the Territorial waters; Department of Infrastructure (DOI, who also owns the seabed and the Planning & Building Control Directorate currently sits within this Department), Department of Environment, Food & Agriculture (DEFA, with environmental and marine expertise and includes the Fisheries Directorate with responsibility for Fishing within the Territorial waters), and the Department of Economic Development (DED who retain the rights for mineral extraction). The MSP Officers Group consists of representatives of all these Departments with one project officer who is charged with the daily management of the project. It is essential that all areas of

interest from these and other Government Departments, Boards and Offices are considered and represented in the final plan.

A Territorial Seas Committee is well established, and includes representatives from a number of Government Departments and Agencies. Applications for development within the marine environment are considered by this Committee, the Chair of which also sits on the MSP Officer Group. Additional delivery partners include Manx National Heritage, Manx Wildlife Trust, Manx Fish Producers Organisation, and Harbours Division (which sits within DOI). These organisations must be involved in planning from the earliest stages to ensure that Marine Plans integrate effectively to enable the highest degree of marine management for Manx waters.

## **Current Status of Implementation**

A MSP officer was appointed in July 2010 on a three year contract to progress this project and to ensure a co-ordinated approach to investigate the interests of all stakeholders involved in all stages of the project. This Marine Spatial Planning process aims to develop a stringent consenting regime which will give consent for all types of development within the marine environment. It is essential to make certain that the consenting regime ensures consistency in the decision making process for our Territorial Seas.

It is also expected that this project will develop a Marine Spatial Plan for the Territorial Seas which will take into consideration current and future uses of the marine environment, other relevant information (e.g. environmental and marine data, infrastructure information, shipping routes, prospecting areas etc) as well as stakeholder views. This will also enable the identification of opportunity areas for suitable developments within the marine environment.

The MSP officer is currently developing the marine GIS mapping for the territorial seas, which will form an essential role in the development of the MSP and subsequent policies relating to marine development. Progress is slow to date, however, it is anticipated that with technical support, the project will shortly advance at a much faster pace.

## **Future Programme of Activities**

The marine planning process will contain a number of key stages. The envisaged stages are as follows:

- 1. Scoping the content of the marine plan**
  - Gathering and examining the evidence base
  - Setting the vision, objectives and future options or scenarios
  - Selecting the preferred option or scenario
- 2. Developing the appropriate consenting regime for marine developments**
  - Draft the legislation for consenting
  - Undertake public consultation on the draft legislation for consenting
- 3. Developing the plan**
  - Drafting marine plan
  - Drafting delivery framework and monitoring indicators
- 4. Representations on the draft marine plan**
  - Public consultation on the draft marine plan

5. Analysis of comments and amendments to marine plan
6. Independent investigation (if deemed necessary dependent on procedures outlined within the consenting legislation)
7. Adoption and publication of the marine plan
8. Implementation and review of marine plan

Stakeholder engagement will run throughout this entire process.

### **Existing Stakeholder Engagement Arrangements**

It is essential to this process that there be stakeholder consultation at all stages of developing the plan as well as the consenting regime.

The proposal for a Marine Nature Reserve at Ramsey Bay in the Isle of Man has undergone extensive stakeholder dialogue and consultation over a number of years. It is envisaged that many of these stakeholders involved in the progression of this proposal will also be key stakeholders within the MSP process as they will have similar interests in the MSP. The MSP officer recently assisted at two drop in sessions where the MSP project was briefly introduced to all those attending the sessions raising awareness of the aims and objectives of the project.

A Communication Strategy has recently been developed by the MSP officer, and it is currently being investigated how best to have the project branded. Once this has been completed, it is envisaged that there will be a greater level of communication between potential stakeholders and the MSP Project Group under an easily recognisable project branding. Currently, as the project is in its infancy, there has been little engagement with stakeholders. It is hoped the first public event will be at the Energy Expo in May 2011 where the MSP officer will be present to introduce the aims and objectives of the project to the public and begin to develop a stakeholder database with contact details.

Methods of communication for this project will be via a dedicated webpage and electronic circulars (newsletters, bulletins, press releases). It may also be necessary to host workshops, information sessions and seminars to pass information onto stakeholders. This will be further developed as the project progresses.

### **Existing Transnational Partnership Working Arrangements**

The Isle of Man has worked to develop successful transnational partnerships for the marine environment. The Isle of Man is represented through the British Irish Council with all other jurisdictions around the Irish Sea and regular meetings enable knowledge transfer on a broad range of topics and projects.

A number of representatives from the Isle of Man have been involved in the Irish Seas Conservation Zones (ISCZ) project and regularly feed back to the MSP Officer Group on progress.

The Fisheries Management Agreement requires that the Isle of Man negotiate with the UK who is now the devolved administrations on fisheries matters within our territorial seas between the 3 and 12 mile limits. This falls under the jurisdiction of the Fisheries Directorate

of DEFA which is also represented on the MSP Officer Group by their Senior Biodiversity Officer who is also actively engaged in the ISCZ project.

The Isle of Man is regularly consulted by neighbouring jurisdictions and developers on REAs, SEAs, scoping studies for EIAs, and proposals for offshore marine developments and Legislation.

Members of the MSP Officer Group have forged relationships with a number of academic institutions relevant to the Irish Sea, such as University of Liverpool, Bangor University, Queens University of Belfast, University College Cork, and the National University of Ireland, Galway and it is essential that these be maintained.

With regards the possible deployment of offshore renewable energy devices within the Irish Sea, relationships with potential developers of the Irish Sea have been established to ensure maximum participation in the development process of renewable energy within the Irish Sea. One of particular interest to the Isle of Man is Centrica who were awarded the tender to develop the Round 3 Zone 9 site leased by The Crown Estate for offshore wind farm development. This is of particular interest to us given its proposed location to the south of our waters, just outside our territorial limits. It is essential that we maintain a good working relationship with Centrica to ensure we are satisfied that any development adjacent to our waters has no detrimental effects to the species and habitats found within our waters, or to any of the other activities stakeholders currently engage in.

Representatives from the Isle of Man have also attended The Crown Estate in London to discuss the use of their MaRS software as a tool to support the decision making process within the UK and to discuss how elements of this could be adopted and usefully applied to the Isle of Man. It is also necessary to ensure the Isle of Man data is included to give as much coverage of the Irish Seas as possible, making it wholly representative of the total area.



## **MARINE PLANNING: THE WELSH PERSPECTIVE**

### **Legislation**

The Marine and Coastal Access Act 2009 – together with Scottish and Northern Ireland legislation - sets out/will set out the statutory basis for a new plan-led system for marine activities throughout the UK. The system will comprise a UK Marine Policy Statement (MPS) and marine plans.

The Welsh Ministers are the marine plan authority for the Welsh inshore and Welsh offshore regions ('the Welsh marine area').

The Welsh inshore region covers the marine area that, starting from the high water spring tide mark, extends out to 12 nautical miles from the Welsh coast, or to the median line if the distance between the Welsh coast and other countries' coasts is less than 12 nautical miles e.g. in the Severn Estuary.

The Welsh offshore region covers the marine area that extends beyond the 12 nautical miles described above to the median line i.e. the equidistant line between the Welsh coast and other countries' coasts up to a maximum of 200 nautical miles.

The Welsh Assembly Government is responsible for preparing and adopting marine plans in the Welsh marine area. The Marine Team, which is part of the Department of Environment and Sustainability within the Welsh Assembly Government, will lead on preparing the Welsh marine plans, drawing on relevant policy advice and expertise from within the rest of the Welsh Assembly Government (including Economy & Transport, Nature Conservation, Fisheries, Sustainable Energy, Cadw), and external advisers and organisations (statutory and non-statutory).

If any Welsh inshore plan covers non-devolved matters, it needs to be agreed by the Secretary of State. All Welsh offshore plans need the Secretary of State's agreement.

### **Policy Context**

The UK-wide MPS, due for adoption this spring by all four UK administrations, will set the overarching policy context for the development of marine plans throughout the UK.

The Welsh Assembly Government will launch a 12 week consultation on 16 February on the approach to spatial planning in Wales. We have already decided to have a national plan for the inshore and a national plan for the offshore and to adopt them by 2012/13. The consultation will focus on options for sub-national planning on a regional/local level.

### **Partners**

Key statutory partners that we will work with in developing plans include local authorities, UK Government Departments, Environment Agency Wales, the Countryside Council for Wales, the MMO cross-border planning, National Park Authorities, Port and Harbour Authorities, Trinity House and the Joint Nature Conservation Committee. We will involve these organisations from the earliest stages to ensure that Marine Plans integrate

effectively with other plans and management processes. We will also work closely with key non-statutory advisory/expert organisations such as Cefas.

### **Current Status of Implementation**

We will be going out to consultation on our approach to marine planning in Wales on 16 February. Having considered the feedback from consultation and briefed the new administration (there are Assembly elections in May), we intend to start making the plans from this summer onwards for adoption by 2012/13. We will produce and adopt a Statement of Public of Participation (SPP) prior to plan making. We will consult on our SPP late this spring/early summer, after taking into account responses to the February consultation. The SPP will set out the detailed timelines.

### **Future Programme of Activities**

The marine planning process will contain a number of key stages, the timings of which we will firm up following consultation. The envisaged stages are

- Scoping the content of the plans
  - Gathering and examining the evidence base
  - Setting the vision, objectives and future options or scenarios
  - Selecting the preferred option or scenario
- Developing the plan
  - Drafting plans
  - Drafting delivery framework and monitoring indicators
- Representations on the draft plans
  - Public consultation on the draft marine plan

(Consultation is likely to be iterative e.g. we might run a pre-consultation public exercise as with the MPS)

- Analysis of comments and amendments to plans
- Independent investigation (if Welsh Assembly Government deems necessary)
- Adoption and publication of the plans
- Implementation and review of plans

Stakeholder engagement will run throughout this entire process. The sustainability appraisal (SA) will run alongside the plan making process, with stakeholders involved in the SA in all key stages of plan making.

## **Existing Stakeholder Engagement Arrangements**

We see our existing stakeholder advisory body - the Wales Coastal & Maritime Partnership (WCMP) – as the key engagement mechanism, as well as more regional/local for a such as the Severn Estuary Partnership and the Pembrokeshire Coastal Forum. All these for a have a range of stakeholder representation, including local government, environmental NGOs, industry, fisheries, the heritage sector, energy. We will also facilitate the establishment of new stakeholder fora where appropriate.

## **Existing Transnational Partnership Working Arrangements**

We will work with our English, Scottish and Northern Irish counterparts to seek their views during the development of our marine plans. We will also work closely with the Republic of Ireland and the Isle of Man.

The British-Irish Council should be a useful dimension for partnership working, both at the Ministerial and official level.

We intend learning lessons from other countries' experiences of marine planning, in particular Northern European states.



## **MARINE PLANNING: THE ENGLISH PERSPECTIVE**

### **Legislation**

The Marine and Coastal Access Act 2009 marked the first step toward a comprehensive management system for our seas and coasts. The act established the framework for marine planning to take place in the UK.

The Act established the Marine Management Organisation as one of the UK Government's main delivery bodies in the marine area. We have responsibility for marine plan making covering English territorial waters.

### **Policy Context**

The Marine Policy Statement (MPS), which is expected to be released in spring 2011, will direct marine planning activities.

The UK Government, Scottish Government, Welsh Assembly Government and Northern Ireland Executive are working towards joint adoption of the Marine Policy Statement, which will apply to all UK waters.

We have the responsibility for bringing together European, national and local legislation to ensure a sustainable and holistic approach to management of marine areas in a transparent and consistent way. It will be the role of marine plans to set out how the MPS will be implemented in specific areas.

The MMO implements government policy by providing an integrated approach that brings together marine management decisions in one organisation and joining-up activities.

The MMO has been developing how to approach to marine planning, including selecting the first areas where we will begin planning in April 2011.

The first two areas selected for marine planning are East Offshore and East Inshore areas, which span from Flamborough Head in the north (North Yorkshire) to Felixstowe (Suffolk) in the south.

### **Key Agencies and Areas of Responsibility**

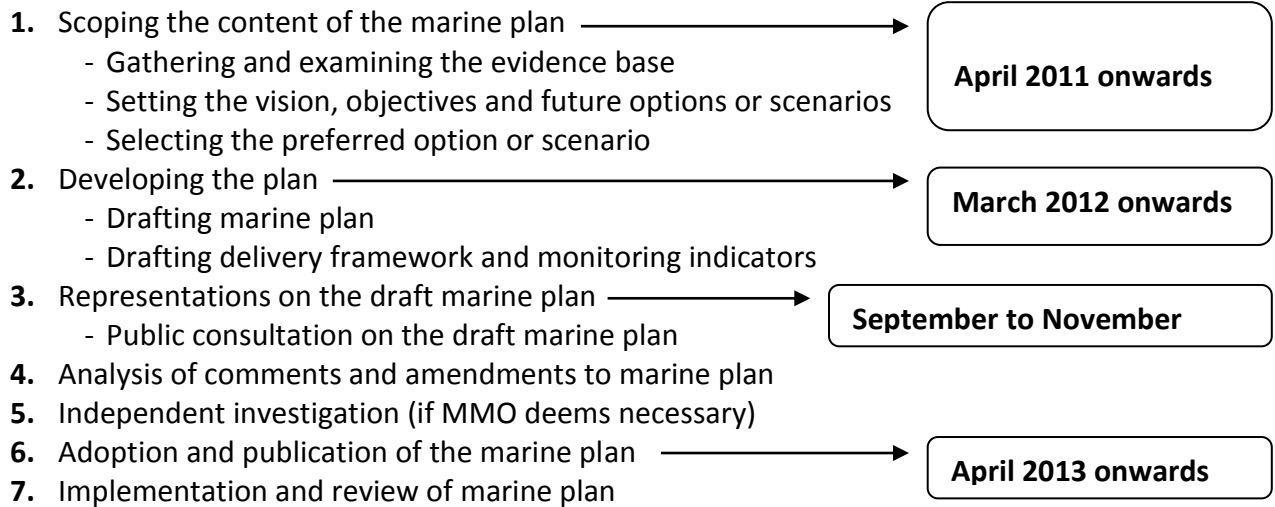
Our statutory consultees for marine planning are Environment Agency, Natural England, English Heritage and Joint Nature Conservation Committee.

### **Current Status of Implementation**

We will begin plan making in April 2011 in the East of England. We are required to produce and adopt a Statement of Public of Participation (SPP) prior to plan making with the draft SPP currently out for consultation. At this stage, it is envisaged that the marine plan will be a strategy document with a series of maps and an implementation plan. The 1st plans are due to be adopted in 2013.

## Future Programme of Activities

The marine planning process will contain a number of key stages. After the adoption of the SPP (approval is required by the Secretary of State), plan making will begin. The envisaged stages are as follows:



Stakeholder engagement runs throughout this entire process. The sustainability appraisal (SA) will run alongside the plan making process, with stakeholders involved in the SA in all key stages of plan making.

## Existing Stakeholder Engagement Arrangements

The MMO marine planning team consists of two streams- the plan making team in the current east inshore and offshore marine plan areas, and the future plan areas team for all other plan areas in England. This structure will allow the team to concentrate on developing and delivering the first marine plans, but also ensures that the MMO builds a relationship with stakeholders in preparation for plan making in due course.

To date we have compiled an extensive stakeholder database and continue to build on this. We have identified the different sectors that will be involved in marine planning and will have regard to existing management arrangements and existing consultation arrangements. For example, coastal partnerships, forums and networks. We are using our coastal offices as a channel for engaging with local stakeholders and individuals with 3 stakeholder liaison officers to be located in the plan area to manage and engage with local stakeholders on the ground.

## Existing Transnational Partnership Working Arrangements

We will work with our Scottish, Welsh and Northern Irish counterparts to seek their views during the development of our marine plans. We have started the dialogue with our bordering countries in the east plan area and have a weeklong international workshop in February to discuss our working arrangements and to learn from their experiences of marine planning. The Netherlands, Belgium and France are attending these workshops, including a representative from OSPAR to give their views from a strategic perspective. Representatives from Massachusetts and Rhode Island are also attending these workshops again, to share experiences and alternative perspectives on marine planning.