



Marine Management Organisation

Draft Vision and Objectives for The South Inshore and South Offshore Marine Plan Areas

Consultation Summary

31 October 2014



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Contents

1. Introduction	1
2. Consultation Process and Workshops	2
3. Overview of Consultation Comments	3
4. Summary of comments regarding the Draft Vision.....	4
5. Summary of comments regarding the Draft Objectives.....	5
Appendix 1: Revised Approach to Development of South Plans Vision and Objectives	10
Appendix 2: Example of revised objective – Objective 7	15

Figures

Figure 1: Marine planning process wheel.....	1
Figure 2: Numbers of comments made through the consultation and at workshops ..	3
Figure 3: Plan structure	10
Figure 4: Revised definitions, adapted from Defra (2009), Planning Advisory Service guidance, stakeholder consultation and internal review on the draft vision and objectives.	11
Figure 5: High Level Marine Objectives (HLMOs)	12

1. Introduction

The Marine Management Organisation (MMO) began the planning for the South inshore and South offshore marine plan areas in January 2013, and are currently at the Vision and Objectives stage of the process illustrated in figure 1.

Figure 1: Marine planning process wheel



The [South Plans Analytical Report](#) (SPAR) was published in June 2014 following stakeholder engagement and consultation on evidence and issues in the South marine plan areas. The Draft Vision and Objectives for the South Inshore and South Offshore Marine Plan Areas (July 2014) document was subsequently produced to support stakeholder engagement on the draft proposals to address the core issues identified in the SPAR.

Consultation and a series of workshops on the draft vision and objectives document took place in July 2014. The information contained within this report provides an overview of consultation and workshops and summarises comments received.

2. Consultation Process and Workshops

Public consultation on the draft vision and objectives document ran from 9 - 31 July 2014. Comments could be submitted online, by email and in writing. The consultation process was supported by a series of workshops to raise awareness of marine planning and canvass stakeholder views on the draft vision and objectives. Workshops were held in:

- Eastbourne 15 July 2014
- Southampton 16 July 2014
- Weymouth 17 July 2014
- Exmouth 18 July 2014

The workshops were supported by the Solent Forum, Dorset Coast Forum and Devon Maritime Forum. 167 people from a wide range of organisations attended, representing an array of national and local stakeholders with interests in the South marine plan areas including: tourism, recreation, ports and shipping, aggregates, local authorities, private consultancies, conservation and environmental interests and coastal forums.

Each workshop was comprised of four presentations with two interactive group activities, designed to encourage discussion between delegates on their areas of interest. Comments were recorded and included with those submitted as part of the written consultation.

All comments have been transposed into a database as a full record and are being used to inform further development of the vision and objectives for the South marine plan areas. Furthermore, they will help establish options for policy development addressing the core (and detailed) issues for the South marine plan areas.

This consultation summary focusses on comments made on the vision and objectives and related justification text only. Comments submitted on the core issues and illustrative policies are not summarised in this document. Such comments, however, will be utilised in the planning process as part of the options and policy development stages.

This summary does not include responses from the MMO to the comments submitted as the objectives will continue to be refined throughout the plan-making process until publication of the South marine plans consultation drafts. Policy development may generate consequential changes to the objectives in order to ensure they are achievable (see Appendix 1). This document, therefore, summarises the range of comments expressed by stakeholders and does not represent the views of the MMO. In response to comments made it has been necessary to refine and clarify the overall approach to formulating objectives (see Appendix 1). Also, in order to demonstrate how the objectives are proposed to be revised in response to stakeholder comments an example is provided of a revised objective (see Appendix 2).

If you require further information on any aspect of the workshops, please call 0191 376 2790 or email planning@marinemanagement.org.uk.

3. Overview of Consultation Comments

At the conclusion of the consultation period 140 individuals representing over 100 organisations provided a response through the workshops, on-line and by email. A breakdown of individual comments on the draft vision and objectives by workshop is detailed along with other consultation responses in figure 2 below.

Figure 2: Numbers of comments made through the consultation and at workshops

Workshop (recorded delegates)	Vision comments	Objective comments	Total comments
Eastbourne (32)	77	207	284
Southampton (53)	182	453	635
Weymouth (47)	107	288	395
Exmouth (35)	114	209	323
Consultation (On-line/email)	249	189	438
Total	729	1346	2075

2,084 responses were received, nine of which were general or overarching comments, 729 were in relation to the vision and 1,346 were in relation to the objectives.

Overall there was broad agreement with the objectives proposed. Many comments suggested minor wording amendments which were each considered on their own merit. The main comments are detailed below.

Some responses recommended better illustration that the overarching objectives relate to the whole plan and policies should be applied in that context.

Some responses flagged that in delivering balanced cohesive plans, compromises will be required across all provisions.

A number of stakeholders requested that the historic environment is considered further in the vision and has a specific objective.

Numerous responses suggested that climate change should be a standalone objective rather than being an aspect of other draft objectives. There were also requests for new objectives on the following topics: evidence and data gathering, sustainable fisheries, marine litter (including pollution from plastics).

There were a number of requests for definitions on terms frequently used in the vision and objectives such as “ecosystem goods and services”.

It was stated that it is not just coastal communities who derive social benefits from the plan areas and this should be highlighted.

There were recommendations to work closely with countries bordering the South offshore marine plan area to maximise coherence and integration and minimise conflict.

Many responses stated that cohesion between terrestrial and marine plans is essential.

The importance of water quality in relation to the quality of the environment was highlighted.

Reference to the existing organisations and mechanisms that already affect the plan areas, and the need to work alongside marine planning, was recommended by numerous stakeholders as beneficial.

It was highlighted that marine plans contribute to the achievement of sustainable development of the South marine plan areas through balancing their environmental, social and economic dimensions and benefits. Many stakeholders believed the draft objectives prioritised one of the pillars of sustainability over the others (for example that the environment took precedence over social and economic objectives) which they considered unacceptable.

4. Summary of comments regarding the Draft Vision

The draft vision was comprised of a short statement (The vision for the South marine plan areas in 2036) and a longer description (How will this look in 2036 if the vision is achieved?). Over 700 comments on the draft vision were received, the majority of which were in relation to the longer description. Whilst most felt there was room for improvement, there was an appreciation of the difficulty in producing a vision for such large and diverse marine plan areas. There were many conflicting comments. For example some sought a vision that was more concise while others wanted an expansion with increased detail. The majority of comments made in relation to the short vision statement were:

- vision needs to be more concise with less planning jargon;
- more specific to the South marine plan areas;
- suggested strap lines included 'Beautiful, busy and beneficial' and 'Unique and iconic';
- terms 'has continued to be' and 'have been achieved' implied all that; and
- remained to be done was maintain, which was not considered the case.

Main comments made in relation to the longer vision description were:

- environment section was too prescriptive;
- vision should be simplified and include headers and bullet points to make it more reader friendly;
- vision was too growth focused and a balance should be maintained;
- climate change should feature more heavily; and
- comments regarding naming places were divided: some thought it was a good idea and some thought it was best not to name specific places.

5. Summary of comments regarding the Draft Objectives

Objective 1

1A: To support the delivery of a well-managed ecologically coherent MPA network, with enhanced resilience, and the capability to adapt to the effects of climate change.

1B: To have a healthy, resilient and adaptable marine ecosystem, recognising the importance of wider biodiversity and the role it plays in an ecologically coherent MPA network and climate change adaptation.

A clear separation of objective 1A and 1B was requested by many to highlight the different planning responses required to address the issues facing MPAs and wider biodiversity. Further explanation of the terms 'wider biodiversity' and 'ecologically coherent' were suggested along with the expansion of acronyms. It was also suggested that recommended sites should be included within the text, not just designated areas.

Objective 2

To support achievement of good environmental status through avoiding, minimising or mitigating the collective pressures of human activities and facilitating adaptation to climate change.

There was broad support for this objective, with the majority of comments received suggesting minor amendments. Many responses requested the removal of climate change from this objective with preference to it being a new objective in its own right. The importance of integration with land planning highlighted. Definitions were requested for 'goods and services' and 'Good Environmental Status'. Numerous comments requested the inclusion of the mitigation hierarchy: avoid, minimise, mitigate.

Objective 3

To safeguard space for the natural marine environment to enable continued provision of ecosystem goods and services, and adaptation to climate change.

Many stakeholders suggested that climate change should be removed from this objective in favour of it becoming a standalone objective. Within the stakeholder comments there was a strong desire to ensure that space was allowed for the natural marine environment to adapt and maintain goods and services that benefitted the environment itself (eg compensatory habitat), as well as in support of marine activities. Many responses recommended linking this objective to co-existence. Some suggested the objective and justification were too focused on economic development therefore not suitable to be placed under the goal of protecting the natural marine environment.

Objective 4

To support achievement of Good Environmental Status through improving the evidence base and reducing the impacts of proposals, development and activities on mobile species.

There was broad support for this objective with a few minor amendments suggested. Comments were received regarding the evidence base, some suggesting contacts which could help, others highlighting the difficulty of defining a robust baseline for mobile species. There were contradictory responses on monitoring with some suggesting it could be part of the objective wording, one response stating they felt it should not be an objective and therefore not a policy determinant. Three responses highlighted that this will be covered under an Environmental Impact Assessment (EIA) for licenced activities.

Objective 5

To ensure strategic consideration of cumulative and in-combination effects of activities, proposals and climate change on the natural marine environment.

The majority of responses were in agreement of having an objective that addresses cumulative effects. Some responses questioned what this objective does beyond existing Environmental Impact Assessment requirements. However, many stakeholders recommended stronger wording of this objective. Concerns as to how the evidence requirements for cumulative effects would be considered and funded was raised.

Objective 6

To avoid, minimise or mitigate displacement of marine activities that provide social benefits (especially to coastal communities).

Many responses advocated recognition that 'industry' can also provide social benefits. Some stakeholders stated that other communities derive social benefits in addition to coastal communities and suggested the reference to 'coastal' was removed. Stakeholders recommended that the objective not be limited to displacement, but be extended to 'avoid, minimise or mitigate' all detrimental impacts on activities that provide social benefits. There were also recommendations to include wording in the objective to support promotion of public awareness and understanding of the marine environment.

Objective 7

To support vibrant, sustainable communities through maintaining and increasing the health, well-being, enjoyment and other social benefits of ecosystem goods and services, seascape and designated landscapes.

While many responses strongly supported the draft objective, a number considered it to be unclear and recommended rephrasing to clarify its intent. In particular there was uncertainty at what was meant by the term 'ecosystem goods and services'.

The importance of economic activity and employment in providing social benefits was also noted. Some responses recommended that this objective should have a wider remit than just focusing on coastal communities, including those from outside the marine plan area. Significant concern was expressed that landscape and seascape would receive inadequate protection and that a better outcome would be achieved through stronger provisions under a natural environment objective. The importance of the historic environment was also highlighted. Some responses suggested that 'access' should be moved from the justification to the objective as they considered it an enabling factor and not a social benefit.

Objective 8

To conserve designated and undesignated heritage assets for their:

a) intrinsic value;

b) contribution to designated landscapes, seascapes and their setting;

c) socio-economic value for tourism and recreation.

Stakeholders generally supported conservation of heritage assets, but were concerned that addressing the historic environment under the social benefits goal did not give it the same weighting as the natural environment. They also wanted to ensure that heritage assets, their setting and the wider historic environment were covered. A number did not consider non-designated assets should be on an equal footing with designated assets. Many responses recommended the use of stronger wording through replacing 'conserving' with actively promoting 'enhancement' of heritage assets. Alternatively, a definition of 'conserve' was requested. Recognition was sought of the wider social benefits of heritage assets beyond just those derived through tourism and recreation.

Objective 9

To promote the sustainable development of economically productive activities, taking account of spatial requirements of other activities including habitats and species of importance to the South marine plan areas.

There were many responses requesting the inclusion of wording promoting co-location and co-existence to address the many competing pressures in the South marine plan areas. Inclusion of current and new activities for future spatial planning was recommended. Clarity on how the marine plan could support this objective was requested.

Objective 10

To protect and where possible enhance the ecosystem goods and services that enable the growth of economically productive activities.

There was general support for this objective with an overall desire to increase the strength of the language used. Requests were received for definition of 'ecosystem services'. Many recommended making climate change into its own objective and emphasising the beneficial use of dredging to provide economic benefit were

received. There was concern that the objective was contrary to achieving a balance by prioritising economic growth over the other two pillars: social and environmental.

Objective 11

To provide and maintain infrastructure that is resilient to climate change and on which sustainable economic development is dependent.

There was no opposition to this objective with the importance of linking marine and terrestrial planning being highlighted. Respondents requested definition of the terms 'infrastructure' and 'sustainable economic development'. Stakeholders stated that the objective focuses primarily on infrastructure and economic development, losing aspects of climate change. Recommendations included to either increase detail for climate change for this objective or separate infrastructure and climate change into distinct objectives.

Objective 12

To support sustainable regeneration and investment to address socio-economic decline in seaside towns.

Some responses preferred the term coastal communities to seaside towns. A few comments recommended that no specific locations were identified. Conversely there were a few recommendations that some seaside towns are named, specifically ones deserving of most benefit (those with the most social issues, or in decline, were suggested as criteria). There was a suggestion that this objective could be merged with others (eg objective 13).

Several comments questioned the use of 'sustainable' in the wording and either wanted it removed or defined. Some responses asked for the objective to be widened away from just towns experiencing decline and giving greater focus on areas where there was more opportunity.

Objective 13

To support marine activities that create and enhance employment opportunities at all skills levels, particularly where this reflects existing or developing skills among the workforce of coastal communities using the South marine plan areas.

In order to contribute to employment opportunities, stakeholders felt that mention should be given to training and identifying skills development. Several responses suggested that it was not only coastal communities that could contribute to opportunities for employment.

Objective 14

To support co-ordinated and integrated use of existing and new infrastructure that guarantees access to the South marine plan areas for activities that provide employment.

There was general support for this objective; however there were recommendations to split employment and access in to separate objectives. There were also suggestions that this objective could be merged with others to avoid overlap with other economic objectives. Requests were received to define 'access'. Responses also recommended coastal defence should feature prominently, including cross referencing with other relevant plans.

Appendix 1: Revised Approach to Development of South Plans Vision and Objectives

1 Introduction

The South Plans Analytical Report (SPAR) presented a summarised view of national and local planning policies, evidence and marine related issues that affect society, the environment, and economy within and adjacent to the South marine plan areas. The evidence and issues are set out by individual sector and topic as listed in the Marine Policy Statement, and are summarised in the SPAR into core issues and themes.

Once learning points from the East planning process were addressed, the development of the South plans' vision and objectives initially followed the steps outlined in the Draft Vision and Objectives for the South Inshore and South Offshore Marine Plan Areas (July 2014).

Consultation on the draft vision and objectives, stakeholder comment and internal review revealed a need to further refine our approach to vision and objectives to facilitate the evolution of South marine plans and focus planning efforts on those matters to which marine plans can add value beyond existing measures. As a result, the definitions of the elements which will make up the South marine plans (shown in figure 3) have been revised (see figure 4), bearing in mind that the Marine and Coastal Access Act (2009), Marine Policy Statement (2011) and the Description of the Marine Planning System for England (2011) all require plans to set an overall vision and formulate and present outcomes for the plan area (not just for the plan). The revised approach to the development of the south plans vision, goals and objectives is outlined below.

Figure 3: Plan structure



Figure 4: Revised definitions, adapted from Defra (2009), Planning Advisory Service guidance, stakeholder consultation and internal review on the draft vision and objectives.

High Level Marine Objectives – are for the marine area as a whole as set out in the MPS and Defra (2009), sometimes labelled as "principles" or "benefits", with the overall aim of contributing to delivering sustainable development. For example, "Achieve integration between different objectives", "greater certainty for developers" and "ensuring use of resources is 'within environmental limits'".

Issues - Issues are opportunities or threats that affect achievement of the UK Vision and the Marine Policy Statement HLMOs in the South marine plan areas.

Core Issues – The core issues are those arising from the present, or potential future, situation that are influencing major changes in the plan areas and which can be addressed in part or wholly by marine planning in some way.

Themes – broad groupings derived from the HLMOs and used to categorise issues in the South Plan Analytical Report.

Vision – Includes a short statement of overall aim for the plan area at the end of the planning cycle (20 years). It also includes a description of what will characterise the plan area in 20 years' time. It should be noted that as this is a vision for the plan area, there will be other drivers which contribute to the successful delivery of the vision.

Plan area goal – a broad, or strategic, outcome that is intended to be achieved contributing towards the vision. Goals provide the umbrella for development of objectives and reflect the principles upon which subsequent objectives are based. In the South marine plans, goals are derived from the South Plans Analytical Report core issues. It should be noted that as these are plan area goals, there will be other drivers which contribute to their achievement.

Non-Marine Planning Matters/Drivers –are best addressed by other means rather than marine plans. Such matters should be addressed by other drivers; plans, decisions and management measures that affect the marine plan area, and are already in existence, in development or required without need for an operative marine plan. Non-marine planning drivers, together with the plan objectives, contribute to achievement of the goals. In some cases, information, institutional or market failure may mean that the achievement of the goal may be constrained. In such cases, it may be that a plan objective is not required but rather an increased awareness (eg. through a signpost, see below) or improved implementation of existing drivers.

Plan objective – a more detailed statement of desired outcomes or observable behavioural changes that the plans are seeking to achieve. Objectives represent achievement of a goal, and identify more specifically where marine plans are able to "add value" in terms of initiating or complementing responses to core issues. They are (as far as practicable) specific, measurable, achievable, relevant and time-bound ("SMART"). Objectives can include targets, such as interim steps to achieving the outcome and goal. They provide a framework within which policies are to be set out. In the South marine plans objectives are derived from the South Plans Analytical Report core issues, once non-marine planning matters/ drivers have been considered. If the objective remains broad it may still require a degree of signposting to other measures which contribute to achieving the outcome. As the objective becomes more specific this need will be reduced.

Signpost – Explicit links to the non-marine planning matters/drivers, to help overcome institutional or information failures by raising awareness and encouraging improved implementation. This avoids replication of both objectives and policies and ensures marine plans focus on issues where they can add value or are not otherwise addressed.

Plan policy – supports the delivery of the marine plan objectives and addresses the issues outlined.

2. Vision

The South plan areas' draft vision includes a short statement of the overall aims for the plan area looking forward to 2036 ('The vision for the South marine plan areas in 2036').

The vision also includes a longer description of what will characterise the plan area after 20 years' contributions from plan-led decision-making and management together with the non-planning matters ('How will this look in 2036 if the vision is achieved?'). Following consultation, and for clarity, this description has been revised to align better with the three pillars of sustainable development (social, economic and environment). As climate change affects each pillar, it remains as a separate paragraph in the description.

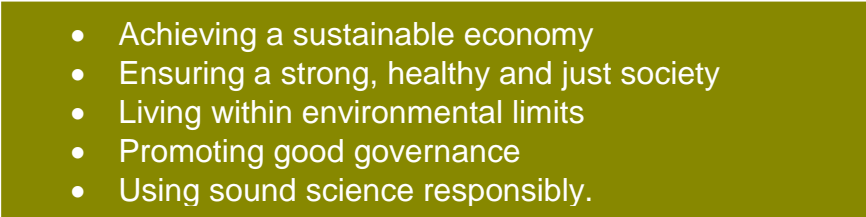
3. Goals

In the vision and objectives consultation document, four goals were presented derived from the four themes in the South Plans Analytical Report (SPAR):

- to protect the natural and historic environment;
- to maintain and enhance social benefits;
- to enable sustainable economic development;
- to promote opportunities for employment, investment and regeneration.

Plan objectives were then grouped under the goals to which they principally contribute. Following consultation and internal review, we consider that these goals have served their purpose in assisting development of objectives, and due to the obvious overlap with the High Level Marine Objectives (HLMOs, Figure 5), should not feature in the plan in this form.

Figure 5: High Level Marine Objectives (HLMOs)

- 
- Achieving a sustainable economy
 - Ensuring a strong, healthy and just society
 - Living within environmental limits
 - Promoting good governance
 - Using sound science responsibly.

Comments received through the consultation recognised that some of the draft objectives remained broad and did not focus enough on the added value to be delivered by marine planning above and beyond existing measures. These comments have encouraged us to recast some of the draft plan objectives as plan area goals (see Appendix 2). The clear link to the HLMOs remains, further enabling us to provide a narrative through monitoring as to how the marine plans are helping to achieve those HLMOs.

It should be noted that as these will be plan area goals, there are other non-marine planning influences which contribute to their achievement. Such matters are best addressed by means other than marine plans. These include local plans, decisions and management measures that affect the marine plan area, and are already in existence, in development or required without need for an operative marine plan.

By identifying the non-marine planning matters while setting goals, we can take the first step towards focussing on where the plans may add value when developing objectives. In some cases, information, institutional or market failure (or market forces) may mean that the achievement of the goal may be constrained. In such cases, it may be that a plan objective is not required but rather an increased awareness (eg. through signposting) or improved implementation of existing drivers.

4. Development of SMART objectives

It is important to recognise that there are a number of other influences within the marine plan areas, some with overlapping objectives, together with other factors influencing change (such as changes to the licensing system and market forces). The marine plans are therefore not the sole instrument of change; this was recognised in the East marine plans through signposting to other relevant information, such as local authority policies and strategies. As a result, with respect to the East marine plans, it is challenging to assess how an outcome (such as a higher rate of employment) or what portion of an outcome can be attributed solely to the marine plans.

In order to respond to the desire to improve the measurability of marine plan objective success and in turn, measure how much of the success of a plan area goal (and HLMO) can be attributed to the plan, the aspiration for the south plans, is to become more SMART (specific, measureable, achievable, relevant and time bound) than the East. Learning to date has shown that due to the nature of the issues to be addressed, and available evidence, the plans are likely to contain a mixture of objectives from those that are SMART, to those which indicate a direction of travel and some broad objectives.

Marine plans are not aimed to duplicate what already exists. Instead, where possible, objectives aim to complement or add value to existing measures either reaffirming existing policies and regulations, or augmenting them through the creation of new policies in order to provide new or improved direction. It is important to note that 'added value' does not always equal more prescriptive, locally detailed or spatially expressed plans. The added value of planning lies also with what can be achieved through the planning process, such as improved integration of existing plans, improved collaboration of decision-makers, improved implementation and increased awareness of existing measures (for example, through signposting). These are important wider benefits of marine planning and should be considerations when monitoring the success of the planning process and marine plans.

5. Policies

The approach outlined above will have a greater focus on the added value of marine plans, with more refined objectives paving the way for further specificity in plan

policies. When developing SMART plan policies, consideration can be given to a number of different factors such as becoming:

- more local;
- more prescriptive; and
- more spatial.

Although policies will provide a direct pathway to the achievement of that objective, they will also contribute to delivery of a number of objectives and each plan objective will impact on economic, social and environmental outcomes, even if that is not immediately apparent.

Appendix 2: Example of revised objective – Objective 7

Original Goal, Objective and Justification

Draft V&O doc Goal	To maintain and enhance social benefits.
Draft V&O doc objective 7	To support vibrant, sustainable communities through maintaining and increasing the health, well-being, enjoyment and other social benefits of ecosystem goods and services, seascape and designated landscapes.
Draft V&O doc Justification	<p>This objective aims to increase opportunities for activities that improve the health and well-being of local people, and their enjoyment of the marine plan areas by recognising the importance of a healthy natural marine environment, providing access to marine-related recreational activities, improved health and well-being and ensuring that coastal communities have equal opportunities to benefit from marine activities that provide jobs and revenue.</p> <p>This objective aims to highlight the need for the provision of access to the South plan areas through marine and coastal infrastructure to support economic development, in particular for ports, tourism and recreation. It recognises that non-access infrastructure should be planned sensitively to reduce the impacts on sectors such as tourism and recreation, and to maximise opportunities for integration and coexistence. The objective highlights the need to protect existing infrastructure and aims to encourage activities to maximise opportunities and reduce risk through consideration of the best locations for future infrastructure.</p>

Revised Goal, Objective and Objective Context post consultation

Revised Goal	To safeguard and enhance the health, well-being and enjoyment of coastal communities.
Revised Objective 7	Maintenance and enhancement of access to, and within, the South plan areas (that is appropriate to its setting and equitable to users) will be supported.
Marine Plan Objective Context section	<p>People chose to live at, and visit, the coast because of an appreciation for the marine and coastal environment and the services it provides, for example opportunities for recreation and tourism and improved health and well-being. Being able to access and interact with the marine environment is therefore vital. Access is a particularly important issue in the South plan areas due to the relatively high density of people living there combined with the high number of visitors from outside coastal communities.</p> <p>The marine area can also provide social benefits without direct</p>

	<p>access, through an existence value, in that people value that the marine area is there and could be accessed for a range of activities. As such, access for social benefit, does not rely solely on “physical” access that uses infrastructure located within and adjoining the marine plan areas (such as paths and slipways, see Objective 11). It also recognises the importance of interpretative access (such as signage) and “virtual” access (such as web-based interpretation tools) that increase awareness of the South marine plan areas. This increased awareness can improve stewardship within coastal communities and beyond, and enhance sustainable development and employment by equipping communities at the coast with more knowledge of their area in order to take advantage of marine-related opportunities.</p> <p>A number of specific issues with access provision have been identified. Increased access for tourism and recreation can impact on the very environment that draws visitors to a location. For example, disturbance can impact on achievement of the conservation objectives of Marine Protected Areas, harming biodiversity and heritage assets. Heritage guidance notes and codes of practice can assist. Conflicts can arise between multiple recreational uses such as swimming, sailing and jet skis. Too much tourism development (and increased infrastructure and visitation) can lead to friction with local people and their customary recreational use, and adverse effects on marine character. Offshore renewable energy projects can also adversely affect existing access, recreational use, and create visual impacts. Coastal erosion can result in loss of beach access, coastal paths¹ and launch sites.</p> <p>This objective aims to enhance social benefits through provision of new physical and virtual access where appropriate, while emphasising the need to manage or enhance existing access, recognising that not all existing access remains appropriate due to the issues outlined above.</p> <p>Principles underpinning this objective, therefore, are: firstly that provision of new recreational/tourism access that limits access by an existing user group should be discouraged; and secondly that access needs to be appropriate to its setting. This is important due to the myriad of considerations at the coast that need to be factored in to allow any management and enhancement of</p>
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¹ Separately from the work of marine planning, Natural England is working on ensuring a right of access around all our open coast of England (<http://www.naturalengland.org.uk/ourwork/access/coastalaccess/default.aspx#background>). This right of access underpins an England coast path. As this is being managed by another agency and principally relates to space above mean high water springs, this should not be a focus for marine planning, though as it will increasingly play an important role in how people access the coast, the development of the path should be highlighted by the plans for consideration by those carrying out activity at the coast

existing or development of new access. This is set out in the [National Planning Policy Framework](#) which emphasises the need to take the opportunities available for improving the character and quality of an area and the way it functions. Furthermore, it outlines that efforts should be made to maintain the character of the undeveloped coast. There is a need to protect and enhance the marine environment, distinctive landscapes of the South Inshore plan area, (particularly in nationally designated areas defined as National Parks, Areas of Outstanding Natural Beauty or Heritage Coast) and improve public access to, and enjoyment of, the coast.

An assumption made here is that as part of any consideration relating to access, provision for safety (such as access to beaches or in terms of navigation) will be made as guided by prevailing standards.