



# Marine Planning Iteration 2 engagement summary

## Thank you for engaging in marine planning

Please be assured that your input is being analysed and will contribute significantly towards policy development during Iteration 3, on which we will formally engage again January - April 2019. Marine Officers continue to hold regular meetings in their marine plan area on request.

Engagement participants	
Online surveys	1030
Email	24
Whitehaven	24
Liverpool	26
Chatham	28
London	46
Bideford	11
Newquay	37
Plymouth	64
Weston-Super-Mare	35
Seahouses	14
Newcastle	55
Middlesbrough	17
<b>TOTAL</b>	<b>1411</b>

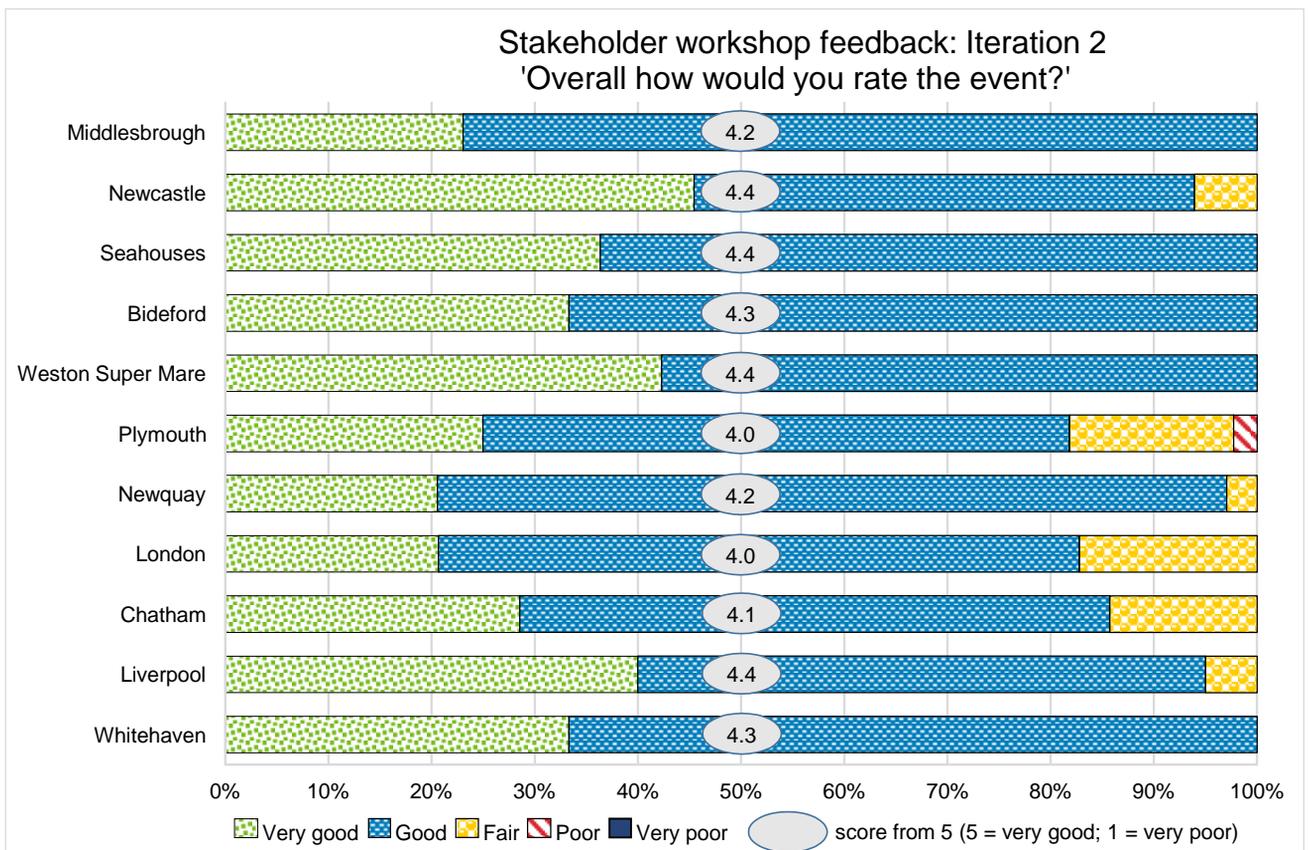
## More stakeholders reached

- 54 more stakeholders engaged in person at Iteration 2 compared to Iteration 1.
- We also received over 1000 more written comments to Iteration 2 engagement compared to Iteration 1.

Comments per marine plan area		
Area	Option comments	Vision comments
<b>NW</b>	323	28
<b>SE</b>	440	28
<b>SW</b>	502	63
<b>NE</b>	342	17
<b>TOTAL</b>	<b>1607</b>	<b>136</b>

## Feedback from our events

Generally stakeholders rated the workshops as good to very good and valued being involved in the marine planning process.



## Engagement on marine plan area visions

The marine plan area vision should be: 'The optimal desired future state - the mental picture - of what the plan area can achieve over time'. It provides guidance, inspiration and specificity as to what the plan area is focused on achieving over the twenty year lifetime of the plan.

The [Futures analysis for the North East, North West, South East and South West marine plan areas \(MMO1127\)](#) project reviewed the past trends and made projections for the next 6 - 20 years for each marine sector featured in the Marine Policy Statement (MPS).

The visions we engaged on can be found below:

[North west full vision](#)

[South east full vision](#)

[South west full vision](#)

[North east full vision](#)



The **164** comments from you in response to the vision will help us to refine the visions so that they are:

- aspirational but realistic setting the scene for the plan area in 2041
- evidence based and built on the issues gathered earlier in the planning process
- Clear and locally distinctive.

## Engagement on options to address issues

The options stage is a significant phase in the planning process; it considers the different ways of delivering the vision and high level marine objectives and is the mechanism that determines how marine plans will respond to issues in each plan area. By looking at different ways of addressing issues it ensures that the most appropriate marine plan response is put in place (which may not be a policy intervention).

The [Marine and Coastal Access Act](#) states options should be: sufficiently distinct, realistic and deliverable. Options should be in line with the [Marine Policy Statement](#) and relate to an issue identified as part of the planning process.

In total **1632** comments have been received in response to 42 different groupings of options, across four current marine plan areas. This stakeholder input, along with the Sustainability Appraisal's assessment of options, will help us to identify a preferred and sustainable option for each grouping. Once these policies are compatibility checked, we can begin to develop detailed policy content including signposting.

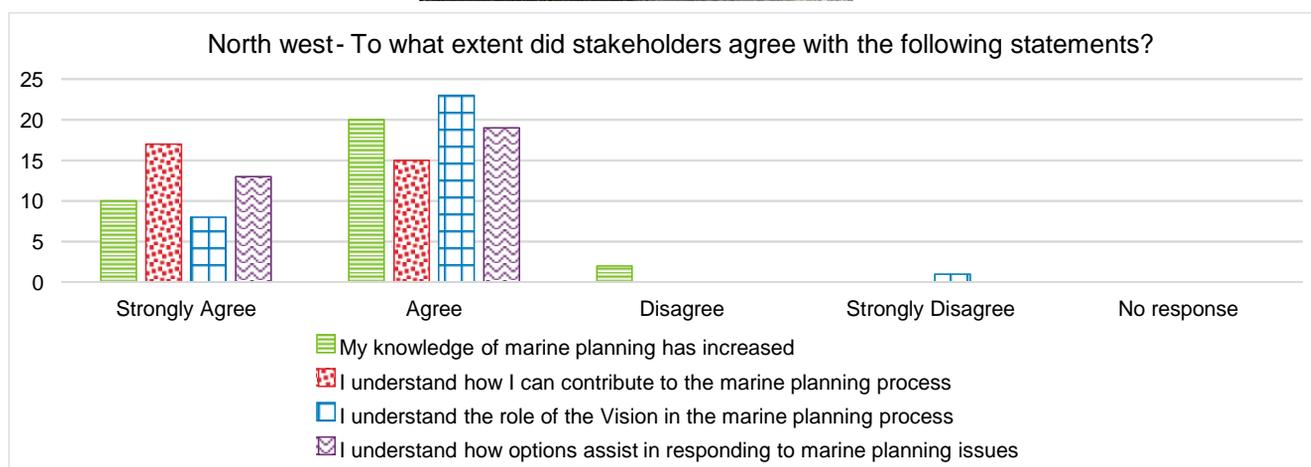
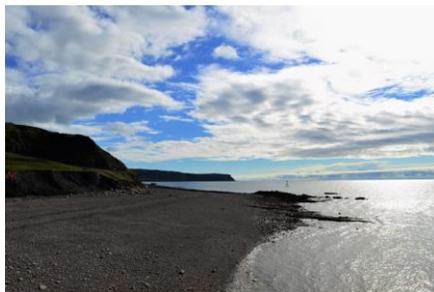
Option A) B) C) D)

## Reflections from the Chair

The 'Reflections from the Chair' which follow in the marine plan area summaries are a sample of soundbites/trends from the stakeholders at the workshops, gathered by the Chairs at each workshop and are not to be considered as views of the MMO.

## North West Marine Plan engagement

50 stakeholders attended workshops in the north west, at Whitehaven and Liverpool. At the Beacon Museum, Whitehaven attendees worked diligently through the options, with a back drop of harbour views. There was much discussion of climate, and resultant coastal, change especially in regard to infrastructure. Mixed views from land based planners that attended, some commending the MMO on its approach to options, others concerned by how complex the options process is to engage on. There was robust challenge and spirited debate at the Liverpool event. Thank you to the Solway Firth Partnership and the North West Coastal Forum for their ongoing support in the north west.



## North west some reflections from the Chair

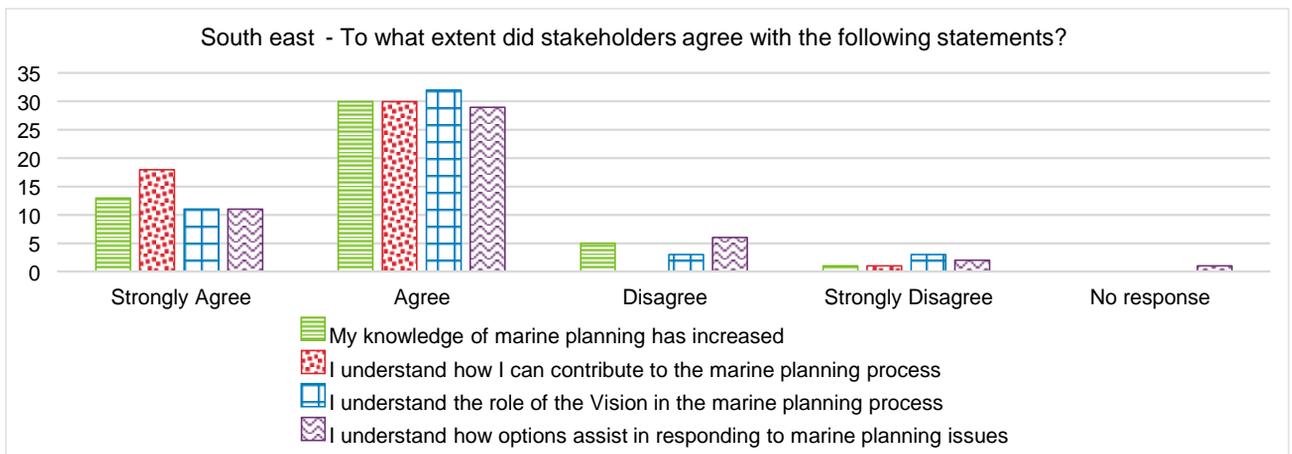
- Infrastructure (local road network in particular) was recognised as important for supporting communities and sustainable development;
- the impacts of climate change was flagged as an impediment to growth in West Cumbria;
- new nuclear development at Moorside was flagged as important in terms of its potential negative impacts from construction and jetty works;
- realising the wider potential for tourism in the north west, outside of the Lake District hotspots, was flagged as something to consider;
- careful consideration and compatibility with the Scottish and Welsh marine plans is essential for the North West Marine Plan development; and
- suggestions were made for a more dynamic online vision, with animation, images, and perhaps a voiced version to be considered.

**Your North West marine planner**

North West: [Ed Wright](#), 0208 026 2098

## South East Marine Plan engagement

74 stakeholders attended workshops in the south east, at Chatham and London. Stakeholders arrived by boat to the Chatham workshop which was a first for a marine planning workshop. At the London workshop the Greater London Authority presented on the draft London plan which included how they will consider marine plans. This was highlighted by the chair championing its consideration of riverside/quayside infrastructure to support marine activities such as aggregates, waste and passenger transport. Thank you to the Thames Estuary Partnership for their support with the south east events.



## South east some reflections from the Chair

- Stakeholders were quick to identify that the South East Marine Plan will not just be about the tidal Thames and its estuary;
- ports outside of the Thames estuary were highlighted, noting that the Port of Felixstowe is within the south east plan area and is in itself the UK's busiest container port;
- population growth is a main driver for issues on land in the area at the moment and into the future, which will impact the marine plan area too;
- future opportunities for co-location and co-existence between energy and aquaculture were highlighted;
- there is a need to “get smarter” in terms of how we co-locate in terms of infrastructure, such as flood and coastal defence works with say the potential for renewable energy generation;
- there was almost universal support for a strong approach to improving water quality; and
- more spatially specific policies / options were preferred.

**Your South East marine planner**

South East: [Tom Pavitt](#), 0208 225 8857

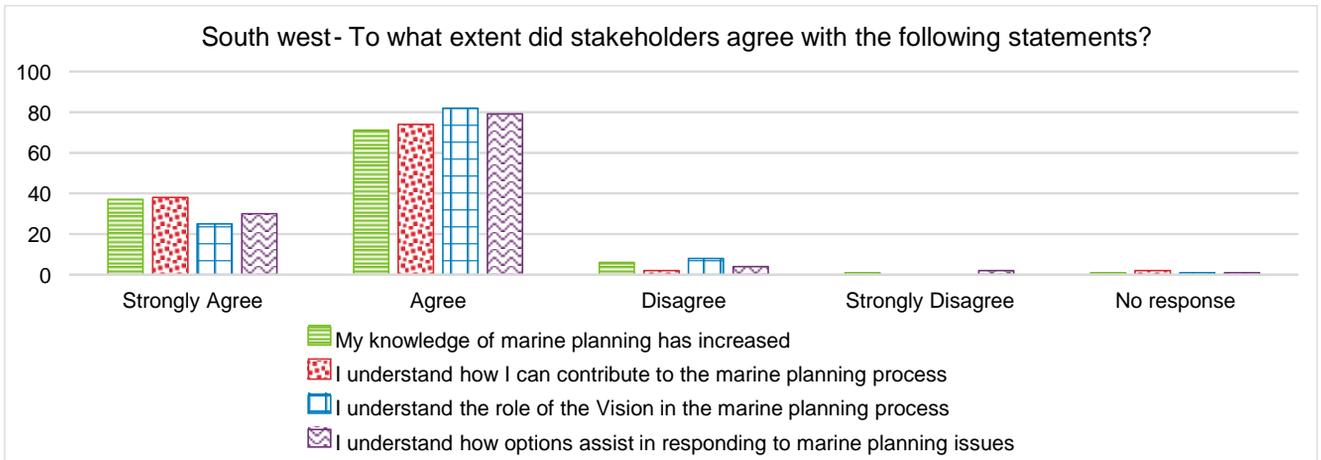
## South West Marine Plan engagement

147 stakeholders turned out for the south west workshops at Newquay, Plymouth, Weston-Super-Mare and \*Bideford. A mix of stakeholders attended, including Local Planning Authorities, conservation groups, port and harbour representatives, recreational users and many others. Across all four workshops there were good, informed debates about the options to address issues. Thank you to Devon Maritime Forum and Seven Estuary Partnership for their ongoing support in the south west.



### \*Bideford Event

The workshop in Bideford was a small bespoke event. The content of the day included options groupings relevant to the North Devon area and included a presentation from the North Devon Marine Pioneer.



## South west some reflections from the Chair

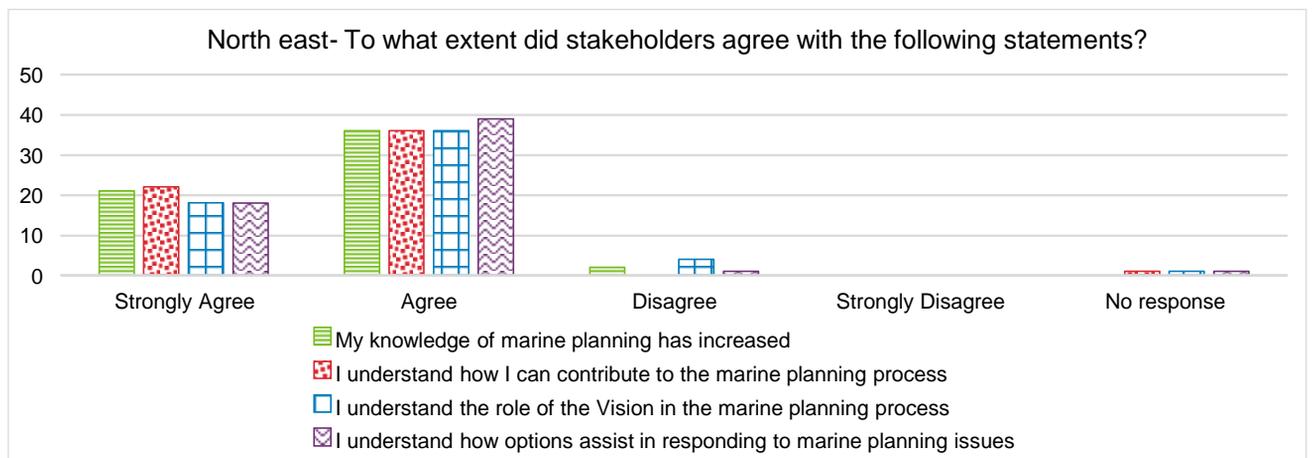
- Cross-border working is important especially for the Severn Estuary and the relationship between the developing South West Marine Plan and the [Welsh National Marine Plan](#);
- stakeholders recognise how important their seascape and recreational activities (such as sea angling and surfing) are to their marine plan area and would like to see these featured more predominantly in the south west vision;
- the south west stakeholders were keen to attract investment in new and novel marine industries and technologies;
- we received some interesting suggestions around digital projections of the vision involving video clips from plan area stakeholders; and
- stakeholders value the protection and enhancement of the south west marine environment.

## Your South West marine planners

South West: [Neal Gray](#), 0208 225 6647

## North East Marine Plan engagement

86 stakeholders attended workshops in the north east at Seahouses, Newcastle and Middlesbrough. The bespoke Seahouses event had strong local representation. The Newcastle event was busy and energised and included attendance from members of our marine licensing team, who added their expertise to the debates. A stimulating and engaging day was had at Middlesbrough. Thank you to the Heritage Coast Partnership for their support with these events.



## North east some reflections from the Chair

- Stakeholders in the north east would like wider environmental management outside of Marine Protected Areas and aligned with the aspirations of the [25 Year Environment Plan](#);
- stakeholders would like a two-pronged approach to marine litter addressing both the causes and the current effects;
- the quantity and quality of employment are important to the north east;
- it was felt that the marine industry options were aspirational; and
- stakeholders suggested that the online vision could be linked via strong dynamic images of the marine plan area, maybe with voiceovers, but that the vision itself needs to be in a printable in a text only format.

**Your North East marine planner**  
North East: [Zoe MacKay](#), 0208 4152 998

## Overall views

At all events the following points were consistently made:

- The need to not apply single plan policies in isolation
- Growth does not equate to development at any cost
- Some issues identified as part of the marine planning process, but addressed without the need for policies, can still be seen as a sign of success of the process
- Signposting and highlighting best practise is an important role of marine planning
- Alignment of marine plans with local plans is very important
- The role of other public authorities in applying plan policies (beyond the MMO) is significant
- Implementation of marine plans needs to begin as soon as possible

## Sustainability Appraisal (SA)

Thank you to ClearLead our SA consultants for their attendance and presentations at many of our engagement workshops. The SA assessment of options report will be linked to our newsletter in June 2018.

## Marine planning time line

### Analysis of responses to Iteration 2

April to June 2018

### Sustainability Appraisal

Ongoing

### Development of Iteration 3 content

Summer/Autumn 2018

### Habitats Regulation Assessment

Ongoing

### Engagement on Iteration 3

Early 2019

### Marine Plan area engagement

Ongoing through local Marine Officer

## What's next...

Watch this space for a follow-on email in June 2018 providing:

- More information on the analysis of the engagement responses to the vision and options work;
- a link to the Sustainability Appraisal options report; and
- information about any summer engagements to support our policy development.

Compatibility checking



What happens next?



## GDPR update

We are currently reviewing our data protection policies to upgrade them in line with **General Data Protection Regulation (GDPR)** compliance.

Since Iteration 1 we have run an *opt-in* policy to subscribe to marine planning.

We would like to remind stakeholders that they can unsubscribe at any time by emailing us at [planning@marinemanagement.org.uk](mailto:planning@marinemanagement.org.uk)

## Subscribe to marine planning

If you are not currently subscribed to marine planning or did not receive this engagement summary direct to your email – please email the word **Subscribe** to [planning@marinemanagement.org.uk](mailto:planning@marinemanagement.org.uk) to be added to our contact list.