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Marine Management Organisation

The East Marine Plan area: maximising the socio-economic benefits of marine planning

Final Report | July 2011

P2084

CONTENTS

1 INTRODUCTION

1.1 This report has been written by Roger Tym & Partners with Oxford Consultants for Social Inclusion on behalf of the Marine Management Organisation (MMO).

1.2 Future marine plans are expected to deliver the vision set out in the UK Marine Policy Statement (MPS) of “clean, healthy, safe, productive and biologically diverse oceans and seas”. The MPS requires this vision to be delivered sustainably – meaning that economic considerations need to be integrated with social considerations as well as implications for the marine environment. Marine planning is therefore required to have positive *terrestrial* as well as marine impacts, and deliver “a strong, healthy and just society” with marine development which is “benefiting society as whole, [and] contributing to resilient and cohesive communities”.[1] Further, the MPS states that marine planning should contribute to sustainable economic growth “both in regeneration areas and areas that already benefit from strong local economies” through integrating with terrestrial planning and engagement with coastal communities. [2]

1.3 The report aims to help marine planning deliver this latter objective of maximising the socio-economic benefits of marine planning in the East marine area. It is a sister document to the national report entitled *Maximising the socio-economic impacts of marine planning for English coastal communities* (provided under separate cover).

1.4 We have not provided a summary, because aggregating the diverse views expressed to us might be misleading.

1.5 **The “considerations” in this document have been produced following interviews with Local Authority (LA) officers within the East Plan area. The consultant team has edited and selected the points made, but have attempted to retain the particular perspectives of the interviewees. The report forms one part of the evidence base for marine planning. The MMO will consider the information in this document during the marine planning process and use it, where appropriate, to discuss opportunities with stakeholders. This study will be used alongside other evidence to consider the social, economic and environmental implications of marine planning in the East Inshore and East Offshore marine plan areas.**

Our approach

1.6 For each Local Planning Authority area with a coastline in the Eastern Marine Plan area, we provide the following.

- A view on the socio-economic conditions along the Eastern coastline. Area typologies are used here, and presented on detailed maps. This is backed up by socio-economic data in tabular form for the Lower-layer Super Output Areas (LSOAs) within the coastal definition[3]. The definition of a “coastal” area is explained in the accompanying national report. Instant Atlas work and spreadsheet data is (provided separately, in electronic format) provides more detailed information. The choice of data presented here is informed by the analysis in the national report.
- The settlement hierarchy, drawn from local planning documentation, in order to provide a broad view on the Local Planning Authority’s (LPA’s) likely attitude to development.
- A view on the economic development and planning opportunities that are emerging in coastal areas. These may be written up in policy or strategy, or not yet be formalised, at the time of review of these documents in May 2011. Occasionally Local Plan policies are referred to, if progress on Core Strategies is at early stages. We present this information in order that marine planners can identify positive developments and help to resolve potential conflicts that might emerge between terrestrial and marine uses.
- An understanding of where each LPA is in the planning process – in order to suggest how marine planners might best get practically involved to embed marine needs in the terrestrial planning process.
- Marine issues of interest to Local Authorities based on discussion held through workshops and telephone interviews. The opportunities and issues presented are those suggested by interviewees, subject to editing, amendment and selection by the consultant team. These considerations are not binding on the MMO, or in any way represent MMO policy or intentions. Nor do they represent a corporate local authority view. These suggestions are provided here to help the MMO understand the marine planning issues that different local authorities are interested in, as a starting point for discussion.[4] Due to limited resources, we expect that this list of considerations would need to be subject to careful prioritisation.
- A view on cross cutting opportunities and issues that apply across different LPA boundaries, or across the whole of the Eastern area, in order that they are not lost in the boundaries between local authority areas.

1.7 Although directed at marine planners, we hope that this document will also be of use to terrestrial planners, economic development officers, investors and others who are working to improve socio-economic conditions in coastal communities in the Eastern Marine area.

The typologies

1.8 The coastal typologies provide a swift overview of the types of coastal communities and their characteristics including current position and recent trends. Explanation of how the typologies have been developed is given in the Socio Economic National Report.

1.9 Eleven typologies have been developed, grouped into four categories, as given in the following diagram.

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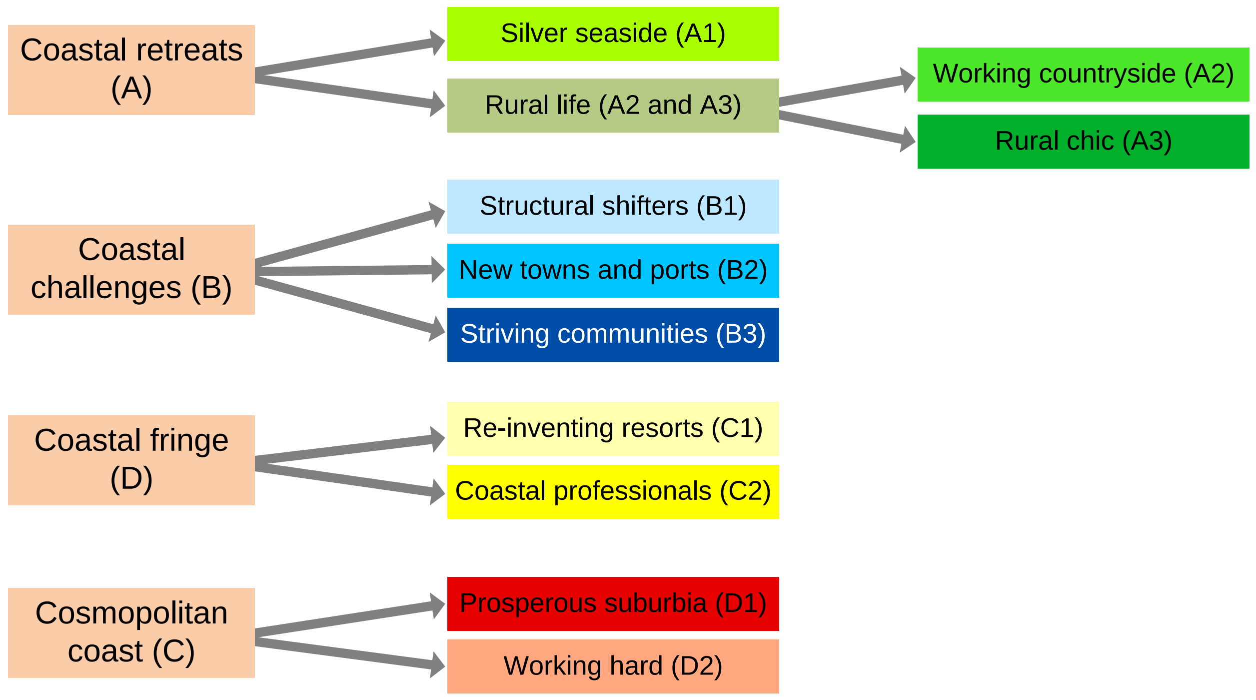
[1] HM Government (2011) *UK Marine Policy Statement* TSO London (10) http://www.defra.gov.uk/environment/marine/documents/interim2/marine-policy-statement.pdf (11)

[2] HM Government/Northern Ireland Executive/Scottish Government/ Welsh Assembly Government. (March 2011) *UK Marine Policy Statement* (paragraph 2.5.5)

[3] An LSOA is a statistical unit created by ONS. Typically an LSOA covers a population of about 1,500 people.

[4] We were unable to secure interviews with every local authority covered by this report. Those we were unable to cover were North Norfolk, Fenland, Babergh, Broadland and South Norfolk.

Figure 1.1 Typologies



1.10 The characteristics of each of these typologies is set out below.

Table 1.1 Typology characteristics

Typology category	Overview -
A1 Coastal retreats: Silver seaside	Retirement areas primarily located in smaller, less developed resorts
A2 Coastal retreats: Working countryside	Largely rural areas, low population density or in smaller settlements, with people employed in lower skill occupations
A3 Coastal retreats: Rural chic	Largely rural areas, low population density or in smaller settlements, with a well qualified population
B1 Coastal challenges: Structural shifters	Towns and cities which have lost their primary markets, and are facing the challenge to find new ones. This group includes a range of single industry coastal towns, including seaside resorts, mining areas, industrial heartlands and former agricultural centres
B2 Coastal challenges: New towns and ports	Challenges relating to poor skills and high levels of worklessness, but counterbalanced by relatively strong economy and often located close to areas of economic growth
B3 Coastal challenges: Striving communities	High levels of deprivation across all indicators, and a very high proportion of people living in social rented accommodation
C1 Cosmopolitan coast: Reinventing resorts	Primarily tourist economies with high levels of deprivation, but diversifying to attract a more highly skilled population
C2 Cosmopolitan coast: Coastal professionals	City and market town service centres with highly skilled populations and dynamic economies
D1 Coastal fringe: Prosperous suburbia	Affluent areas predominantly on the edge of towns and in satellite towns around larger coastal cities
D2 Coastal fringe: Working hard	Towns characterised by high levels of employment typically in industrial sectors, and a stable population

Settlement hierarchies

1.11 Settlement hierarchies are used by land-based planners as part of their overall spatial approach to development and growth. We have included this information here because marine planners can use settlement hierarchy information to understand the likely extent to which LPAs would be likely to welcome development in each settlement – although this information is in no way a substitute for a detailed conversation with the LPA in question.

1.12 Different Local Planning Authorities (LPAs) characterise their settlement hierarchies differently. In order to map settlement hierarchies in the East Marine Area region, we have identified three categories to broadly describe the main settlements for more than locally needs driven growth. These are:

- Major town(s) for growth and development. These are the sub-regional centres and main towns where the major levels of growth and development are likely to be targeted.
- Other settlements for significant growth and development, as the next level down.

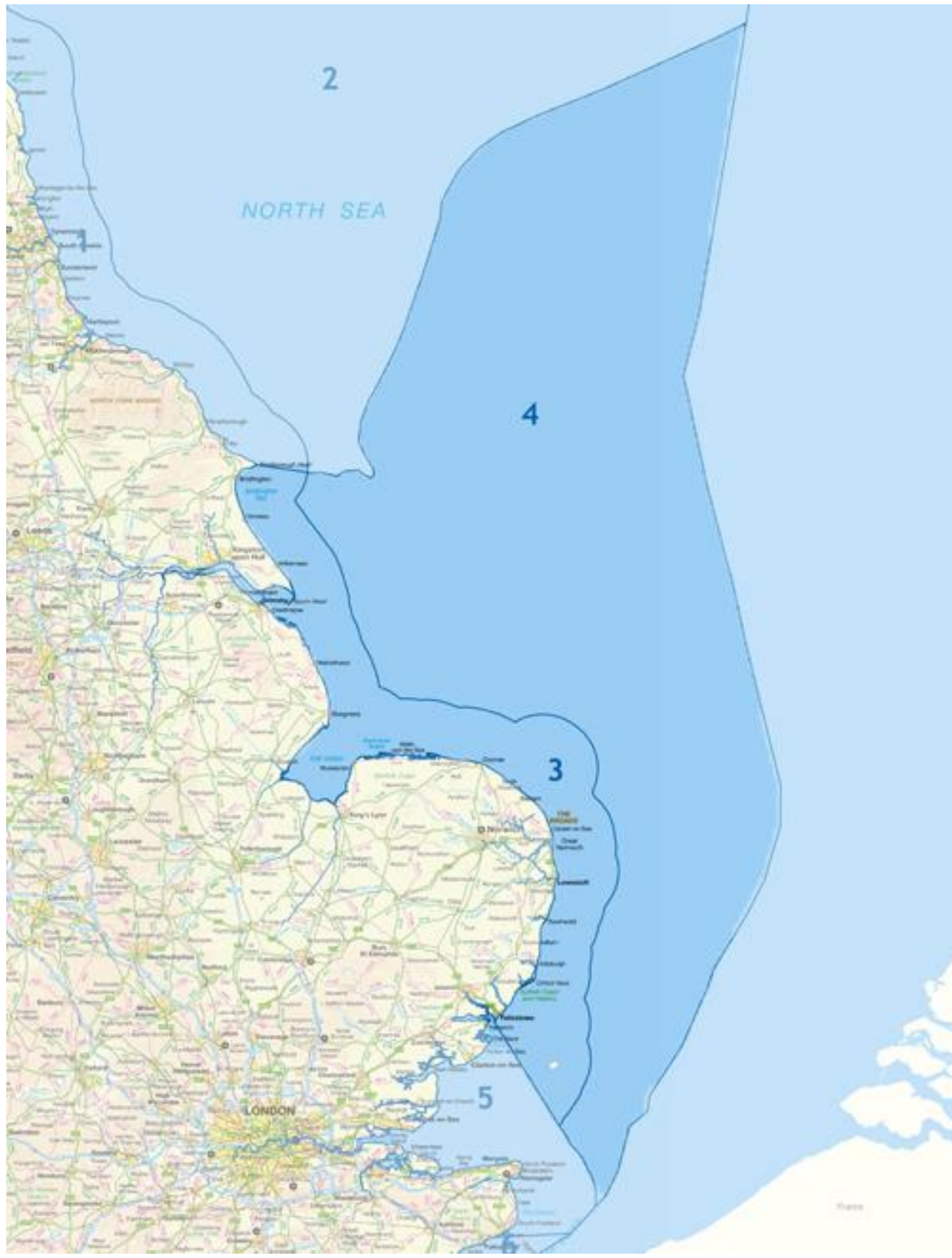
- Key service centres where development will provide for more than local needs in order to enable settlements to support their surrounding hinterlands.

1.13 Beyond this will be a number of other settlements where development will be more limited and based around local needs. These are not mapped, because in some cases, and particularly in the more rural authorities, the lists of smaller settlements in different categories can be quite extensive.

The geographical coverage of the Eastern area socio-economic work

1.14 The marine area covered by the East marine plan is shown in the map below. The East Marine Plan area covers coastline extending from Flamborough Head in the north to Felixstowe in the south.

Figure 1.2 The East marine plan areas (inshore and offshore)



Source: MMO

1.15 The socio-economic effects of marine activities in the East marine plan areas may extend substantially beyond this coastal area. For example, fish caught within the East area might be landed in North Shields, outside the coastal area related to the marine plan, or even further afield. Some of the socio-economic impacts of marine activity in the East marine area will escape direct analysis in the East-specific evidence base. We have looked at the extent of the marine area, and have included in our analysis neighbouring local authorities outside the East area.

- On the northern border of the East marine plan, we have added Scarborough Borough Council area (which extends to Staithes, north of Whitby), together with the North York

Moors National Park Authority, whose area includes coastline to the north and south of Whitby.

- On the southern border of the East marine plan, we have included Tendring, which includes Harwich and the Stour and Orwell Estuaries, Harwich and extends south down to Wivenhoe. We have also included Ipswich and Babergh, given their proximity to the area.
- We also included Fenland District in our research, principally because of the Port of Wisbech.
- At the request of the MMO, Norwich/Broadland/South Norfolk were also included in this study. This was prior to our final definition of coastal for the purposes of this study (which would have excluded them as less than 50% of each district is within the coastal definition. However we have kept them within our analysis).

1.16 The full list of local authority areas that have been included in our research and consultations for the East marine plan area is as follows.

Table 1.2 Local authority areas with coastline bordering the East marine plan area

Unitary, District and Borough councils
East Riding of Yorkshire
Kingston upon Hull
North Lincolnshire
North East Lincolnshire
East Lindsey
Boston
South Holland
King's Lynn and West Norfolk
Fenland
North Norfolk
Great Yarmouth
Broadland*
South Norfolk*
Norwich*
Waveney
Suffolk Coastal
National parks
The Broads Authority
Counties
Essex**
Lincolnshire**
Norfolk**
Suffolk**

Source: RTP/MMO. *working together on a Joint Core Strategy as the Greater Norwich Development Partnership

**We have not specifically reviewed county waste and minerals policies. We have not reviewed county Local Transport Plans because they are reflected in district Local Development Framework documents.

Table 1.3 Local authority areas included in our study but outside the Eastern marine plan area

Scarborough (the northern addition)
North York Moors National Park (the northern addition)
Tendring (the southern addition)
Ipswich
Babergh

2 EAST RIDING OF YORKSHIRE

Introduction

2.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

2.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

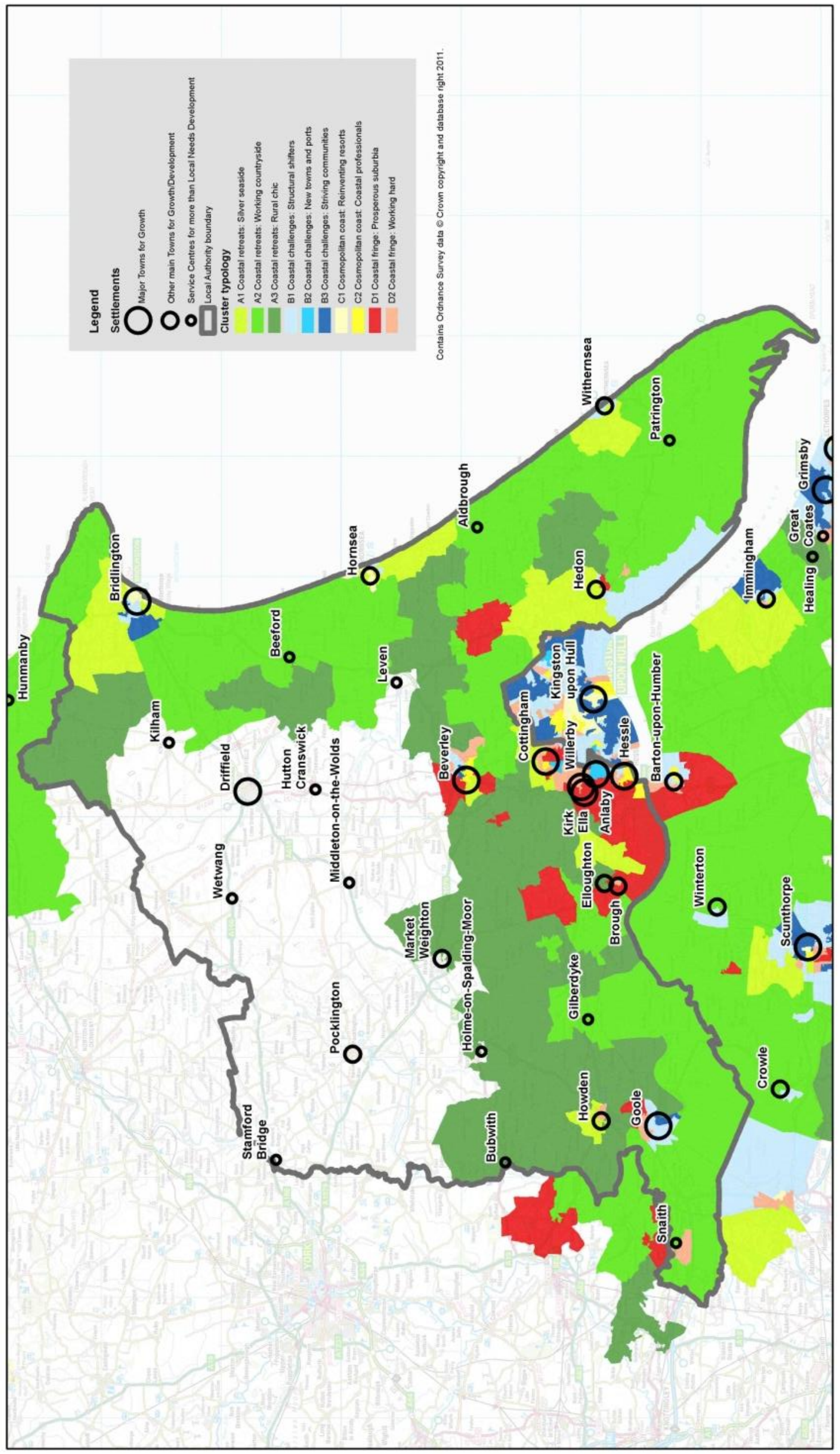
2.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

2.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

2.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 2.1 Typologies Map



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LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

2.6 The following table shows the typology breakdown for LSOAs in coastal East Riding of Yorkshire, the East Marine area and England as a whole.

Table 2.1 LSOAs in coastal East Riding of Yorkshire by typology

	East Riding of Yorkshire (Coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	24	13.9	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	29	16.8	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	17	9.8	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	24	13.9	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	4	2.3	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	6	3.5	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	8	4.6	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	9	5.2	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	32	18.5	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	20	11.6	164	12.6	1,615	16.1
Total	173	100	1,300	100	10,057	100

2.7 Coastal East Riding of Yorkshire contains a mix of typologies, with a number of LSOAs in each of the ten typology groups. The most common typology group in coastal East Riding of Yorkshire is D1 Coastal fringe: Prosperous suburbia, with 32 LSOAs (18.5% of the LSOAs in East Riding of Yorkshire) in this group. Other common typology groups include A2 Coastal retreats: Working countryside (17% of LSOAs) and B1 Coastal challenges: Structural shifters (14% of LSOAs).

2.8 The table below shows the typology make-up of the three largest settlements in coastal East Riding of Yorkshire – Beverley, Bridlington and Goole. The typology make-up differs across these settlements.

- The most common typology group in Beverley is D1 Coastal fringe: Prosperous suburbia, with 42% of LSOAs in Beverley classified as D1.
- The most common typology group in Bridlington is A1 Coastal retreats: Silver seaside, with 44% of LSOAs in Bridlington classified as A1.
- The most common typology group in Goole is B1 Coastal challenges: Structural shifters, with 67% of LSOAs in Goole classified as B1.

Table 2.2 LSOAs in key settlements in East Riding of Yorkshire by typology

	Beverley		Bridlington		Goole	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	1	5.3	10	43.5	0	0
A2 Coastal retreats: Working countryside	0	0	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0	0	0
B1 Coastal challenges: Structural shifters	2	10.5	4	17.4	8	66.7
B2 Coastal challenges: New towns and ports	0	0	0	0	0	0
B3 Coastal challenges: Striving communities	2	10.5	3	13	1	8.3
C1 Cosmopolitan coast: Reinventing resorts	0	0	6	26.1	0	0
C2 Cosmopolitan coast: Coastal professionals	4	21.1	0	0	0	0
D1 Coastal fringe: Prosperous suburbia	8	42.1	0	0	1	8.3
D2 Coastal fringe: Working hard	2	10.5	0	0	2	16.7
Total	19	100	23	100	12	100

Understanding the local area: key reference data

2.9 The table below presents key reference data for the coastal area.

2.10 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

2.11 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 2.3 Key Reference Data

	East Riding of Yorkshire (Coastal)	East Riding of Yorkshire (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[5]	19.4	19.7	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	6.5	7.0	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	3.1	2.9	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	3.7	3.4	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [6]	53.6	51.3	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	3.3	3.1	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	4.8	4.5	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£413	£414	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	5.7	5.9	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	435.5	433.8	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	582.9	582.9	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	8.4	8.4	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.5	6.5	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	16.20	15.22	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	19,774	20,448	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	10.4	8.6	22.1	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%)	5.4	4.6	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	23.9	23.6	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets. For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

2.12 Headline figures are as follows.

- The proportion of people qualified to degree level in coastal East Riding of Yorkshire (19%) is above the average for the East Marine region (15.5%) and similar to the average across the Coast as a whole (19%). However skill levels are lower than across England as a whole, where 23.5% are qualified to degree level.
- Employment growth in coastal East Riding of Yorkshire is slower than average, with the number of jobs increasing by 3.1% between 2001 and 2008, compared with a 5.6% growth across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.
- Worklessness levels are low when compared against the East Marine Plan area, coastal, national average, with a lower proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits. However, seasonal fluctuations in unemployment are gretaer than the national average and slightly above the average across England.

Labour productivity indicators

2.13 Headline figures are as follows.

- The average weekly household income in coastal East Riding of Yorkshire (£413) is above the East Marine (£389) and Coastal (£398) averages but below the average across England (£424).
- The stock of VAT registered businesses in coastal East Riding of Yorkshire (582.9 per 10,000 businesses) is higher than each of the East Marine Plan area (518), coastal (489) and national average (546).
- However, business start-up rates are lower than average, with new start-ups representing 8.4% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%.
- Coastal East Riding of Yorkshire has a slightly lower proportion of people employed in knowledge industries (10%) than the national average (11%), though just above the level across coastal England (9%).
- However, pupil attainment levels locally are higher than the coastal and national average.

Social and economic outcomes

2.14 Headline figures are as follows.

- Deprivation levels are low in coastal East Riding of Yorkshire, with 10.4% of LSOAs ranked among the most deprived 20% in England (compared with 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area).

Future risks

2.15 Headline figures are as follows.

- East Riding of Yorkshire has a higher proportion of employee jobs in the public sector (24%) than the national average (20%). These jobs are vulnerable to cuts in public sector employment.
- East Riding of Yorkshire has a higher concentration of jobs in single industries than the coastal and national average.

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[5] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[6] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

2.16 The settlement hierarchy is shown in figure 2.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

2.17 The settlement hierarchy is proposed as : the major haltemprice settlements (those settlements west of Hull and part of the city region) and four principal towns (includes Bridlington and Goole) to take about 60% of housing growth; Local service centres as the main focal point for development in rural areas being a mixture of market and coastal towns (seven in total) to take about 21% of housing growth; rural service centres and supporting villages (two categories) to complement the role of local service centres providing for small scale local needs development; and the countryside and other rural settlements also providing for small scale local needs

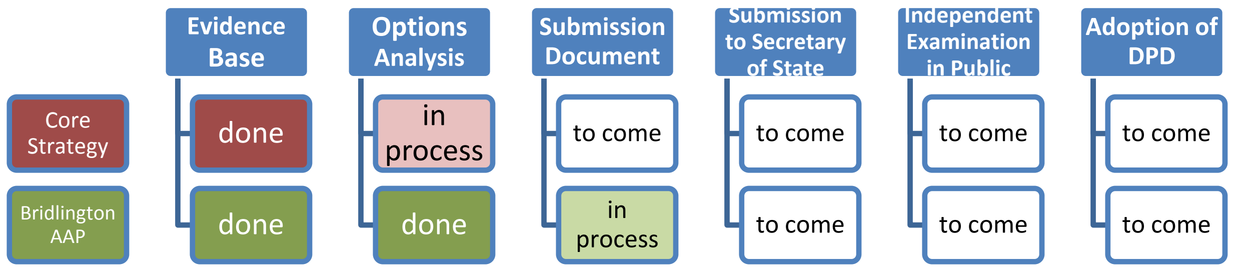
How can marine planners get involved in the local planning system?

2.18 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Draft Core Strategy. An Area Action Plan for Bridlington is shortly to go to examination in public. Key developing policies of interest to marine planners include:

- Policies to develop the visitor economy
- Allocation of employment land at Hedon Haven
- Regeneration of Bridlington including development of a marina

2.19 The diagram below shows the stage that the Core Strategy and Area Action Plan have reached at time of review (May 2011).

Figure 2.2 Core Strategy process stage



2.20 Policies from the Draft Core Strategy (Preferred Options, May 2010) and Bridlington Town Centre Submission draft AAP that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 2.4 Key Core Strategy policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities from the Draft Core Strategy
Area Based Policies	Six sub areas are defined including Bridlington coastal; Holderness and southern coastal; Goole and Humberheads; and Beverley and central (where Hedon Haven is a strategic employment site for port related uses). Description of the Bridlington sub area sets out that *'Bridlington has been subject to a number of economic and social changes which present challenges in sustaining its role as a service, employment and visitor centre*'. In addition to business premises, sub area economic development includes supporting the development of large scale serviced (hotel) accommodation and smaller high quality guest houses (and Bed & Breakfasts) in Bridlington together with small-scale accommodation, self catering units and tourer provision in the rural parts of the sub area; and sensitively making the best use of the coastal zone and Wolds area to develop more outdoor sport, tourism and leisure opportunities. Description of the Holderness and southern coast sub area, states that although isolated it *'plays a major role in the UK's energy industry with strategically important gas terminals at Easington and underground gas storage caverns at Atwick and Aldbrough'*. The sub region lacks a principal town so any development will be largely focused on the Local Service Centres of Hornsea and Withernsea. Key economic sectors include agriculture and horticulture, renewable energy and tourism. SS5 on distribution of economic growth includes an allocation of 80ha at Hedon Haven and reserved for economic uses that primarily require access to the deep-water estuarial channel. Also a focus of allocations on the east - west multi modal route to encourage freight movements by means other than road.
Theme Based Policies (economic including tourism, transport)	PE3 focuses on developing and diversifying the visitor economy and includes *'tourism developments (attractions, facilities and accommodation) which are needed to strengthen and broaden the tourism offer, particularly in towns and coastal and rural areas, will be encouraged'*. It indicates that a Supplementary Planning Document will be prepared on tourism accommodation and facilities. The east coast is identified as one tourism character area HQE7 supports renewable energy with a need to weigh the wider environmental and economic benefits against any harmful effects e.g. capacity of landscape to take renewable developments; or cumulative impacts. HQE9 focuses on sustainable mineral development. Although focused on land resources reference is made to offshore mineral resources, '*influencing the decisions of others concerning the effects of off-shore minerals dredging on coastal erosion on the Holderness Coast'*.

Table 2.5 Key AAP policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities - Bridlington Town Centre Submission Draft Area Action Plan
Scale of development proposed	800 homes are proposed within Burlington Place and the Marina
Key employment policies	Enabling Objective 5 - Plan for and promote a small business workspace scheme in the Town Centre emulating in the Town Centre the success of the Bessingby Business Centre. BridTC14 Offices and Office Workspace - plan for up to 4,350sqm of new offices, to be directed to the town centre.
Education/training policies	Enabling objective 11 - Continue to work with Bridlington's schools and East Riding College to raise skill levels and enhance the qualifications of the local labour market, including in business management
Regeneration/change sites	Four principal development areas - BridTC3 Burlington Place - 22,000sqm retail, housing small offices and workspace; Brid TC4 The Marina, BridTC5 The Strategic Public Realm, and BridTC6 The Town Centre Seafront - a mixture of leisure, retail, hotel, and housing
Port/harbour related policies	BrdTC4: Bridlington Marina - to capture unmet demand for sailing berths. The Marina is intended as a focus for sailing, leisure boating and the fishing industry and to 'breathe new life' into the historic Harbour. Will create 320 berths, and land for commercial and housing development
Other relevant policies/strategies	Bridlington Regeneration Strategy; Burlington Parade Masterplan; Marina Masterplan

Consultation opportunities coming up

2.21 The East Riding Core Strategy Final Draft is to be produced for consultation, anticipated for March 2012. A focused consultation on the housing and spatial strategy elements of the Core Strategy will be held in October 2011, having taken into account key responses to previous consultations and the potential revocation of the Regional Spatial Strategy and the Localism Bill.

2.22 A Bridlington Town Centre AAP forms part of the LDF which is expected to go to examination in public shortly. Proposals in it include a new harbour wall and marina.

Maximising benefits: selected issues and considerations from consultation

2.23 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

Supporting the Northern Ports

2.24 East Riding has argued the case in terms of national policy for ports development, that development of ports in the north of England could help take the pressure off ports in the South East. It is hopeful that marine planning could help to support this approach.

2.25 However issues are identified in practical terms in relation to developing the Humber ports to this level. The Hull port east of the city relies on congested road and rail connections through the city and this needs to be improved to facilitate port development. The development of port activities at Goole depends significantly on resolving issues of flood risk and how this affects opening up areas of the port and/or re-using peripheral port locations close to existing residential areas for housing. It is understood ABP is preparing a port development plan for Goole.

2.26 There are also conflicts between port development and EU Habitats regulations. The question of whether the MMO may be able to assist in their resolution through the marine planning process is asked. Port development activity must comply with EU Habitats regulations which require ongoing consultation with relevant organisations to resolve emerging problems or conflicts as well as monitoring and reporting. There are long term monitoring initiatives in the Humber, including the impact of coastal processes on the continuing development of Spurn Head. The MMO should have an overview of such monitoring and reporting through the Shoreline Management Plan and the Humber Flood Risk Management Strategy, to provide consistency between marine, coastal and terrestrial planning. The question of whether the MMO may be able to assist in resolution of emerging conflicts, through the marine planning process, is asked.

DFT Guidance on Ports Master Plans

2.27 This is a cross-cutting issue which could be of interest to many local authorities. Linked to this are issues around the role of harbour dredging in facilitating tourism and fishing activity.

2.28 Bridlington has a specific issue around permits for the disposal of dredged material and the need to ensure that designated areas best reflect tidal and other local conditions.

Addressing the small scale fishing needs

2.29 Bridlington is an important port for the shellfish fishing fleet. However there are also smaller numbers of fishing vessels working out of communities along the coast from Flamborough down to Easington including Hornsea and Withernsea. The Holderness Coast Fisheries Local Action Group (FLAG) is leading work on developing a more sustainable fisheries, although there can be tensions between fishing and its onshore infrastructure needs (boat storage, equipment storage, boats are launched directly from the beach in some places which can be a hazard) and other cultural and tourism activities/facilities. Working with the FLAG programme could help support the sustainable development of fishing activities.

Table 2.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO and the Holderness Fisheries Local Action Group could liaise on sustainable development of the shellfish fisheries sector
Responsibility	MMO/Holderness FLAG
Timescale	2011

Tourism and Recreation: A Developing Opportunity

2.30 There are opportunities to diversify the tourism offer, for example through diving, yachting, or angling. However there is a need to look at what the impact might be on local communities. This was an area of work that the Council had hoped to study but lacks funding to do so.

2.31 On a broader scale and through the Humber LEP and its northern side sub board, East Riding is working with Scarborough on tourism development – then covering some 80 miles of coastline.

2.32 As well as securing the renaissance of its three traditional resorts of Bridlington, Hornsea and Withernsea, Visit Hull & East Yorkshire and the Council is keen to develop the rural tourism offer, in part linking this to an opportunity to encourage visitors to coastal caravan parks to spend more time in the local area and thus support the local economy. In turn this links to planning policies in relation to roll back of which there are two; one for residential properties and one for commercial. The commercial policy is particularly linked to caravan parks and their proposals to relocate behind their existing coastal sites.

Table 2.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could liaise with East Riding Council and partners in relation to links between marine activity and coastal tourism, with a view to supporting development of the coastal tourism offer.
Responsibility	MMO/East Riding Council/Other Partners
Timescale	2011-2012

Dealing with the wartime legacy

2.33 Potential risks of explosives/contamination on land as a result of bombing ranges is identified that could impact on development.

2.34 There are a number of historic military defence installations along the East Riding coast including the World War II defences on Spurn Head. While some of these have the potential to make a contribution to the tourism product, others which are now on the beach as a result of coastal erosion pose a possible risk. These historic installations have all been recorded as part of an assessment carried out by English Heritage, which formed part of the evidence base for the Shoreline Management Plan.

Regeneration strategies are in place - MMO plans could reinforce this work

2.35 East Riding's three main coastal towns (Bridlington, Hornsea and Withernsea) all have regeneration strategies developed through local Renaissance partnerships. Bridlington's strategy has developed into an emerging Area Action Plan for the town. The other two are non statutory but have informed the LDF. All have been developed through community partnerships and are trying to link the sea front and the town centres back together, to make the towns more economically diverse and attractive. Marine planning could help to support regeneration plans (e.g. through tourism and activities with the fishing fleets already mentioned) and through working with the community partnerships to develop policies that support the attraction of private sector investment in commercial and housing development (e.g. protecting seascapes, securing safe and clean beaches.)

Table 2.7 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could liaise with community partnerships at Bridlington, Hornsea and Withernsea, with a view to linking discussion on the marine plan with their respective regeneration plans
Responsibility	MMO/ Bridlington/Hornsea/Withernsea community partnerships
Timescale	2011-2012

The MMO could help ensure consistency between marine and shoreline management

2.36 Although review of Shoreline Management Plans is outside the scope of this study, East Riding wishes to point out that the development of the Flamborough Head to Gibraltar Point SMP led by the Council has looked at potential impact of policies on coastal communities, including options that encompass longer term adaptation. As part of the finalised SMP an action plan has been produced to deliver specific actions. It would be helpful for the MMO to be aware of the action plan and be involved in its review, and reviews of the SMP itself

Coastal erosion is an issue - MMO Plans could add to the baseline data used to support coastal change adaptation initiatives

2.37 East Riding's Coastal Change Pathfinder project has been working with residents whose properties are at risk from coastal erosion and will also provide wider support for adaptation measures to meet long term challenges of coastal change.

2.38 Following feedback from all Coastal Change Pathfinder projects nationally, Government will formalise its approach to coastal change management in England. The involvement of the MMO in future coastal change management initiatives would help ensure that consistent data in relation to the impact of marine planning was considered as part of the decision making process.

Liaison with East Riding Council

2.39 An East Riding coastal partnership is to be launched in September 2011 as part of the legacy of the East Riding Coastal Change Pathfinder. It is anticipated that the partnership will further develop existing relationships with coastal communities and stakeholders to ensure that coastal change management and adaptation issues continue to be addressed in East Riding. The MMO could attend its launch in September and it would be a useful route for cascading information down to its partners.

2.40 The East Riding LSP is noted as a valuable group for the MMO to liaise with in terms of developing partnerships with East Riding Council. It has various subgroups some of which would be appropriate for the MMO, such as the natural environment and the sustainable communities sub groups.

3 KINGSTON UPON HULL

Introduction

3.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

3.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

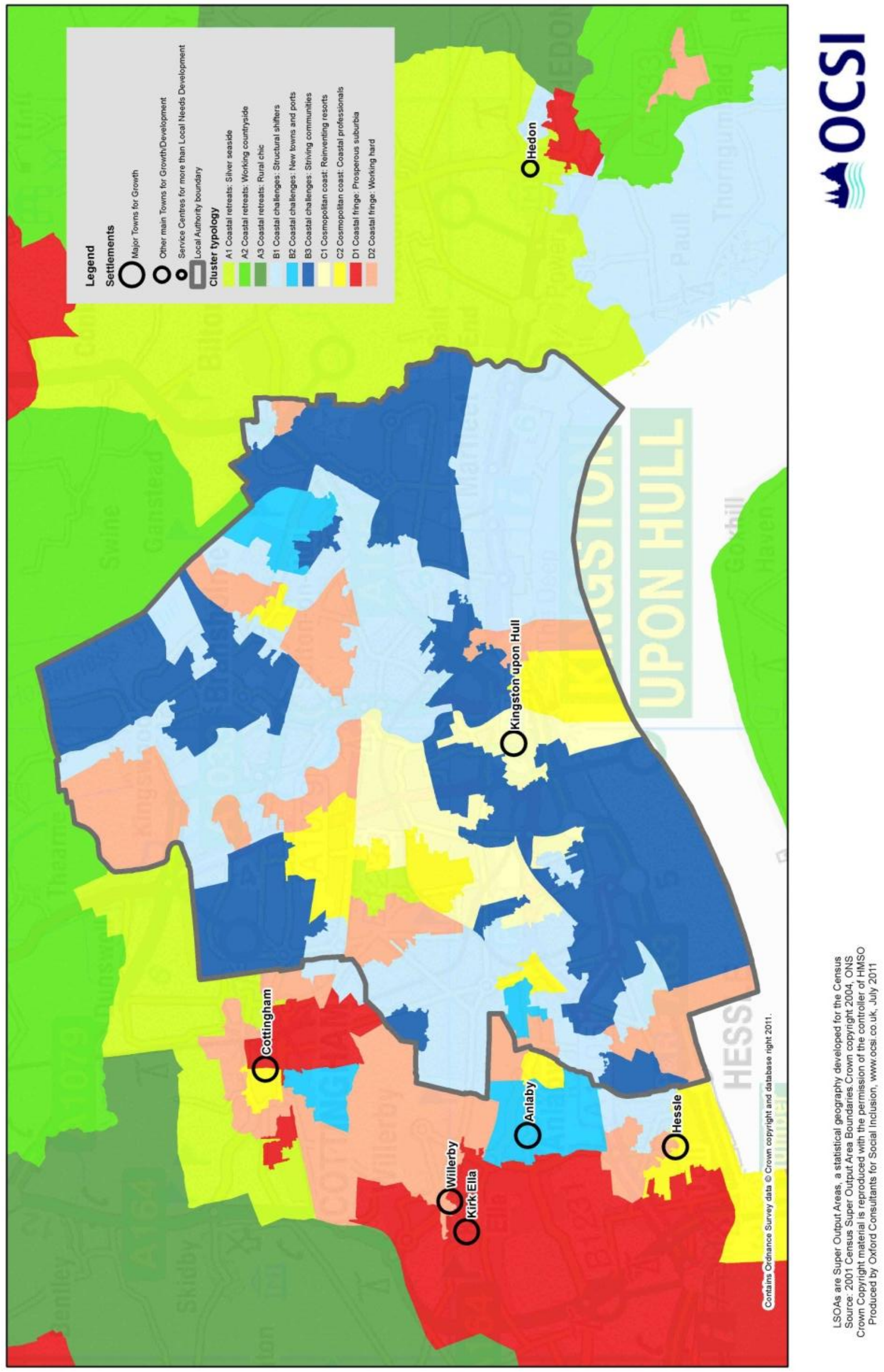
3.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

3.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

3.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 3.1 Typologies Map



3.6 The following table shows the typology breakdown for LSOAs in Kingston upon Hull, the East Marine area and England as a whole.

Table 3.1 LSOAs in Kingston upon Hull by typology

	Kingston upon Hull		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	1	0.6	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	0	0	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	0	0	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	52	31.9	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	3	1.8	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	65	39.9	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	15	9.2	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	11	6.7	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	0	0	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	16	9.8	164	12.6	1,615	16.1
Total	163	100	1,300	100	10,057	100

- The most common typology group in Kingston upon Hull is B3 Coastal challenges: Striving communities, with 65 LSOAs (40% of the LSOAs in Kingston upon Hull) in this group. The second most common group is B1 Coastal challenges: Structural shifters (32% of LSOAs).
- No LSOAs in Kingston upon Hull are classified as A2 Working countryside, A3 Rural chic or D1 Prosperous suburbia.

Understanding the local area: key reference data

3.7 The table below presents key reference data for the coastal area.

3.8 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

3.9 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 3.2 Key Reference Data

	Kingston upon Hull	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[7]	12.8	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	5.1	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	3.3	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	8.1	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [8]	75.0	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	7.4	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	7.2	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£329	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	6.0	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	405.6	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	287.3	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	10.5	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	7.9	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	37.81	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	8,231	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	52.1	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	2.2	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	24.8	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets. For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

3.10 Headline figures are as follows.

- Skill levels are low in Kingston upon Hull, with the proportion of people qualified to degree level (13%) below the average across the East Marine region (15.5%), the Coast as a whole (19%) and the England average.
- Employment growth in Kingston upon Hull is also below average, with the number of jobs increasing by 3.3% between 2001 and 2008, compared with a 5.6% growth across the East coast region, a 4.8% increase across coastal areas and a 5% increase across England as a whole.

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[7] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[8] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Worklessness levels are high; the proportion of people claiming Jobseekers Allowance 8.1%) is more than double the national average (3.9%). Income Support (7.4%) and Incapacity Benefit (7.1%) claimant rates are also above the national average (4.9% and 5.4% respectively).

Labour productivity indicators

3.11 Headline figures are as follows.

- The average weekly household income in Kingston upon Hull (£329) is below the East Marine (£389) and Coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in Kingston upon Hull (287.3 per 10,000 businesses) is significantly lower than the East Marine Plan area (518), coastal (489) and national average (546).
- However, business start-up rates are broadly in line with the national average, with new registrations representing 10.5% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%.
- Kingston upon Hull has a lower proportion of people employed in knowledge industries (6%) than the coastal (9%) and national averages (11%), though similar to the average across the East Marine region.
- Pupil attainment levels are also lower than the East Marine Plan area, coastal and national averages.

Social and economic outcomes

3.12 Headline figures are as follows.

- Deprivation levels are high in Kingston upon Hull, with more than half of all LSOAs (52%) ranked among the most deprived 20% in England (compared with 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area).

Future risks

3.13 Headline figures are as follows.

- Kingston upon Hull has a higher proportion of employee jobs in the public sector (25%) than the national average (20%). These jobs are vulnerable to cuts in public sector employment.
- However, employment in Kingston upon Hull is relatively diversified and not identified as being at risk of single industry failure.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

3.14 The settlement hierarchy is shown in figure 3.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

3.15 So far as Hull is concerned, options for achieving housing growth within the city are discussed with the preferred option giving priority to the city centre. Options for housing sites could include surplus land at Albert and William Wright Docks.

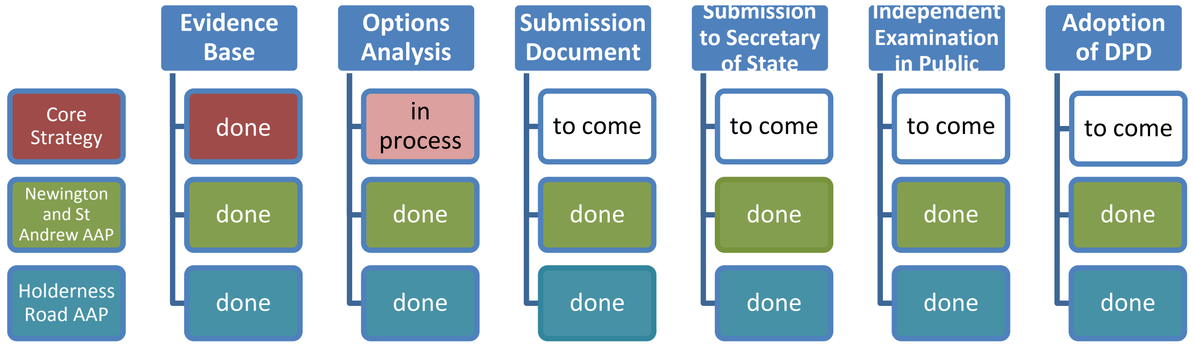
How can marine planners get involved in the local planning system?

3.16 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Core Strategy and in relation to adopted Area Action Plans. Key developing policies of interest to marine planners include:

- Development of the Holderness Road Corridor with potential links to employment in the Port of Hull
- Use of potentially surplus land in the port for other mixed uses
- Strategic development of the port
- Renewable energy generation and associated infrastructure linked to the port and Humber estuary

3.17 The diagram below shows the stage that the Core Strategy and Area Action Plan have reached at time of review (May 2011).

Figure 3.2 Core Strategy process stage



3.18 Policies from the draft Core Strategy Options Consultation and Area Action Plans that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 3.3 Key draft Core Strategy Options

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities Core Strategy Emerging Options
Area Based Policies	**CS1** - regeneration and development priorities include housing and community-based renewal and investment priorities for Newington & St Andrews and the Holderness Road Corridor where major physical change is expected to occur. Kingswood will continue to be developed to include a mix of housing, employment and community infrastructure. Potential for mixed-use development involving employment, housing and community uses at William Wright and Albert Dock exists when this land becomes surplus to operational port requirements. Associated British Ports (ABP) has indicated through the SHLAA that Albert and William Wright Docks could become surplus to their operational needs from 2015. This is a significant land holding with potential for a mix of uses although assessment of the site suggests it presents significant challenges to how it could be brought forward, principally in terms of access and impact on the A63.
Theme Based Policies (economic including tourism, transport)	**CS3**: Employment development includes specific approaches for the Port which is recognised as of strategic importance to the economy of the city and the wider region. It will be retained for operational purposes. Areas to the north of the port will be promoted for uses related to the port and logistics. The University of Hull, through its links with industry in the city, is an important economic driver and will be supported in developing and expanding its facilities'. **CS9** Renewable energy - Installations of renewable and low carbon energy generation and related infrastructure will be supported where environmental, economic and social impacts can be addressed satisfactorily. Possible locations include the Humber estuary which offers potential for harnessing tidal power and therefore is a natural location for appropriate tidal technology; and the docks for facilities that involve freight deliveries (such as energy-from-waste or biomass) due to the proximity to the A63, the Humber estuary and the railway network. Also, technologies that involve industrial processes may fit in better with the industrial nature of the docks area

Table 3.4 Key Newington and St Andrews Area Action Plan policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities: Newington and St Andrews Area Action Plan
Scale of development proposed	Vision for a new urban village of 4,600 homes integrated into a community of some 9,000 homes.
Key employment policies	No specific policies but states that one of the complementary measures will be employment support, training and job access linkages to address high unemployment.
Regeneration/change sites	Eight development sites proposing mixture of residential, retail and community uses.

Table 3.5 Key Holderness Road Area Action policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities Holderness Road Area Action Plan
Scale of development proposed	Aims to provide 4200 gross homes and 2300 net homes
Key employment policies	**HRC12** Economic and Education Links – sets out that strategic links between educational sites within residential neighbourhoods and the employment areas of the Eastern Employment Corridor and Port of Hull shall be created, improved and/or maintained. These strategic links will be delivered by Gateway, Hull City Council and its partners and developer contributions.
Education/training policies	Wilberforce College is hoped to play an increasing role in up-skilling the work force
Regeneration/change sites	Three specific policy areas in the AAP are defined - Holderness Road and New Bridge Road, Ings, and Preston Road. Each policy area's priorities are slightly different but all are housing focussed.

A Submission Draft Core Strategy is expected shortly

3.19 The Core Strategy is expected to reach consultation on a Submission draft by approximately August 2011. Options are now broadly confirmed and the Submission draft is going through Council committee stages.

No impact is expected on marine issues from localism

3.20 The city anticipates that there will be little impact on marine activities from community-level planning groups. Marine issues are more likely to be strongly business led by major investors.

Maximising benefits: selected issues and considerations from consultation

3.21 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

3.22 The key marine activities are

- Energy
- Ports
- Tourism

Green Port Hull is a major push to secure green jobs which needs active maring planning support

3.23 "Green Port Hull" proposals are based on Siemens/ABP proposals for Alexandria Dock. Proposals are to develop Queen Alexandra dock, an existing port complex that is directly adjacent to a natural deep-water channel. Part of the development would be to fill in part of the dock, deepen the access channel, then develop a manufacturing support and storage site on the newly-created dock infill. The development will comprise of a factory for the production of wind turbine equipment, together with component storage areas, offices and car parking, in addition, a new 600m riverside berth will be constructed for the export of wind turbine components around the site. There will also be a requirement for a helipad for occasional use. The site is large enough to be used to assemble the parts of large turbines before they are transported by barge to windfarm sites.

3.24 There is also some wave testing for energy production taking place in the Humber estuary which, if successful, might have future application.

3.25 The city council is keen to accommodate the MMO's strategies, and wishes to see a positive approach to the Green Port concept, including active help for operationalising and working through practical issues (including dock infill – with apparent loss of capacity – dredging, and shipping movements). Active participation in wider partnerships to promote the concept with other bodies (including the Highways Agency) would also be seen as constructive.

3.26 The Council believes that Hull's economic difficulties (associated with structural change and peripherality) on the one hand, and its strong position for participation in North Sea power generation activities on the other, suggest that there is a good prima facie case for marine planning support.

Table 3.6 Issues for consideration - selected views from consultation

Consideration based upon interview	Marine planning could take steps to support Hull's Siemens/ABP wind energy proposals at Alexandria Dock; active participation in wider networks
Responsibility	MMO/Relevant Developers/Kingston upon Hull/Neighbouring LAs
Timescale	2011 start, ongoing

3.27 BP have made a proposal for a bio-fuel energy site at Saltend in East Riding (on the border with Hull). This would use biofuels unloaded directly from ships moored at the Saltend site. The infrastructure requirements of this development are not known precisely, but there are likely to be marine implications.

Ports activities are important to the city and will need continuing support

3.28 Ports are a major industry for Hull, and seen as central to the economic rationale of the city. These are seen as part of a wider logistics offer: the city looks out to Rotterdam and Zeebrugge for many of its economic connections, and is linked to Leeds, Manchester and Liverpool by the M62. The importance of ports and logistics to the local and sub-regional economy is reflected by the University of Hull Business School's Logistics Institute.

3.29 Much depends on the overall national plan for the development of ports across England. The City Council seek to expand Hull's port activities (wherever possible)

Table 3.7 Issues for consideration - selected views from consultation

Consideration based upon interview	Marine planning could support any future Hull port expansion proposals
Responsibility	MMO/Relevant Developers and Port Opperators/Kingston upon Hull/Neighbouring LAs
Timescale	2011 start, ongoing

Developing tourism and recreation opportunities

3.30 'The Deep' is a successful tourism attraction (aquarium with research facilities) in Hull. An opportunity is seen to extend Hull's tourism role, including for incoming visitors on the ferries. This could link to wider tourism and recreation boundaries beyond the city, perhaps wildlife related and linked to the various important wildlife designations of the Humber estuary. 'The Deep' is adjacent the Trans Pennine Trail so there is potential for linking further afield.

Table 3.8 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to explore tourism and recreation opportunities in discussion with local authorities around the Humber Estuary, particularly if there is potential to link with marine tourism.
Responsibility	MMO/local authorities around the Humber Estuary
Timescale	2011 start, ongoing

Changes of use from marine to tourism and residential use should be accepted

3.31 The City and other neighbouring authorities are seeking to broaden the city's economic base. Amongst other initiatives, this involves tourism and changes of land use to encourage a higher city centre population.

3.32 There are sites within the port and on the waterfront outside the port which may come up for redevelopment either as part of city centre regeneration proposals or as surplus docks land which could be released. These could be used for mixed use developments; for example development of the Humber Quays office/residential area on the waterfront is part of the city centre regeneration proposals. The Core Strategy should be published as a Submission draft in the next 2-3 months and review of policies in the Submission draft should help identify the regeneration opportunities.

- Tourism. There are initiatives to capitalise on visitors passing through Hull to go to Rotterdam and Zeebrugge. The Deep aquarium has been a significant success, and there are aspirations to expand it. The Deep's reuse of the River Hull bank has shown how successful this type of economic change of use can be. Hull has a number of redundant wharves and port facilities which might, in future, be subject to redevelopment proposals.
- Creating synergies with port related employment. The port is an important local employer and there are synergies between port related employment and development proposals for the Holderness Road Corridor set out in its AAP that are intended to support neighbourhood development including through skills development and links to employment opportunities in the Eastern Employment Corridor and Port of Hull.

3.33 These initiatives require changes of land use. The City Council hopes to see a flexible approach to changes of use from port / marine activity to other uses, were these changes to affect the area below the high water mark.

- The area of River Hull bank north from The Deep has been subject to various proposals to redevelop dry docks and riverside from redundant industrial uses to new uses for housing. Some dredging of the River Hull might also be required in order to improve the immediate local environment. There are also other similar sites which could be redeveloped around the City.

Table 3.9 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to take part in the public consultation process on the Core Strategy Submission Draft in the summer, or contact the Council direct beforehand to understand more about potential sites for redevelopment and opportunities for links with marine activities. Hull City Council will be monitoring progress with the Holderness Road Corridor AAP and this may also be an opportunity for liaison between the MMO and City Council longer term. Wherever possible, Hull City Council would want MMO to be an active supporter for any future changes of use from redundant marine functions to housing or tourism uses.
Responsibility	MMO/Hull City Council
Timescale	Short term, responding to the next Core Strategy consultation and through discussions with Hull City Council (we expect that the MMO would be speaking to ABP anyway, as a stakeholder, in relation to the Port of Hull). Longer term – liaison on Annual Monitoring Report on Holderness Road Corridor AAP.

An Enterprise Zone bid covering north and south banks of the Humber will be submitted

3.34 A bid for Enterprise Zone status is planned for submission (for areas north and south of the Humber estuary) which includes the Hull port area, with specific emphasis on onshore support for offshore renewable energy. It is being submitted in response to Government's invitation to bid for 11 new Enterprise Zones, following approval of 21 Enterprise Zones in the March 2011 budget. The bid is linked to a recent decision to establish a cross Humber LEP, which enables an Enterprise Zone bid to be made.

Table 3.10 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to discuss the enterprise zone proposals/proposed onshore support for offshore renewable energy activities with all participating authorities including Hull City Council.
Responsibility	MMO. Relevant LAs
Timescale	Short term in relation to the Enterprise Zone (Enterprise zone bid results are expected in the summer 2011).

MMO involvement might assist the Local Enterprise Partnership frame its strategy

3.35 Renewables is a growth area for the whole of Humberside. The LEP is now formalised, and includes representation for the whole of Humberside (business interests lead, but local authorities from Hull, East Riding, North Lincolnshire, and North East Lincolnshire are represented).

3.36 Energy is a critical strategic issue for the whole of Humberside, and our interviewee suggested that addressing these issues must be one of the first tasks of the LEP.

3.37 Whilst not an MMO lead responsibility, our interviewee believed that early MMO involvement could help the LEP understand the upcoming opportunity, crystallise a more detailed action plan, and help businesses make investment decisions.

Table 3.11 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could potentially work with the Local Enterprise Partnerships to identify energy opportunities
Responsibility	MMO, LEP(s)
Timescale	2011 start, ongoing

MMO involvement with Hull is welcomed. Suggestions have been made about how that might best happen

3.38 As a port city, Hull believes that marine planning will have an important role to play in securing the future prosperity of the City. The City is keen to make the most of the opportunity, but this will require involvement between the organisations. Involvement might take place at three levels. Subject to resourcing, there is a possible role for

- Initial contacts between senior MMO staff and senior Hull City staff to talk through each organisation's strategic objectives;
- Mid-level interactions between MMO and city staff on more detailed planning issues, with named individuals building up a mutual relationship; and
- A role for the MMO to see wide consultation from across the Council (for example, including the wider Chief Executives Department alongside the planning department) when input on specific matters is sought.

Table 3.12 Issues for consideration - selected views from consultation

Consideration based upon interview	There could be strategically planned liaison between MMO staff and with Hull City Council staff on marine planning-related issues.
Responsibility	MMO, Hull City Council
Timescale	2011 start, ongoing

4 NORTH LINCOLNSHIRE

Introduction

4.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

4.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

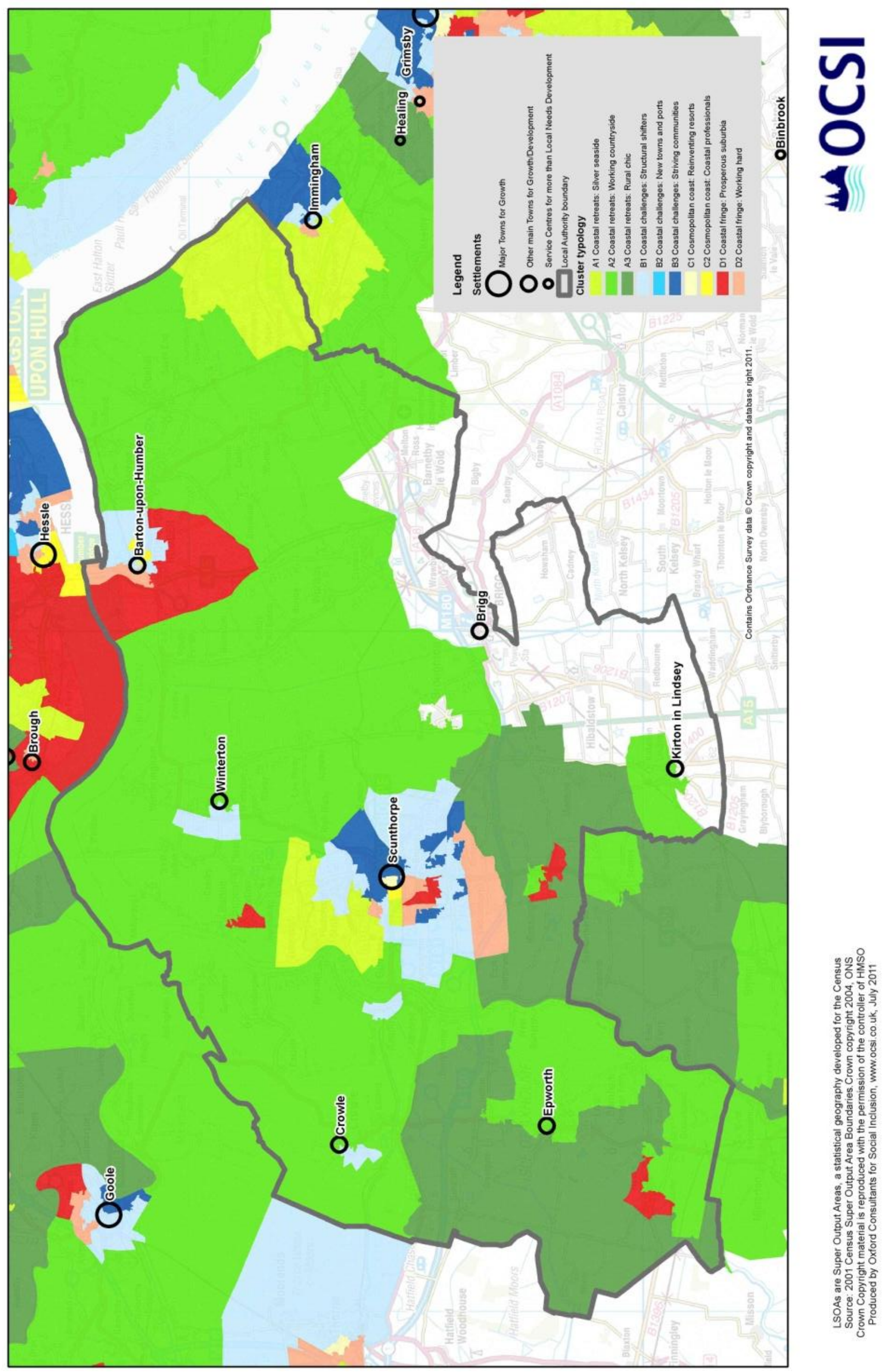
4.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

4.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

4.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 4.1 Typologies Map



4.6 The following table shows the typology breakdown for LSOAs in coastal North Lincolnshire, the East Marine area and England as a whole.

Table 4.1 LSOAs in coastal North Lincolnshire by typology

	North Lincolnshire (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	4	4.5	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	24	27	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	4	4.5	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	23	25.8	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	14	15.7	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	1	1.1	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	2	2.2	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	5	5.6	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	12	13.5	164	12.6	1,615	16.1
Total	89	100	1,300	100	10,057	100

- Coastal North Lincolnshire contains a mix of typologies. The most common typology group in coastal North Lincolnshire is A2 Coastal retreats: Working countryside, with 24 LSOAs (27% of the LSOAs in North Lincolnshire) in this group. Other common typology groups include B1 Coastal challenges: Structural shifters (26% of LSOAs) and B3 Coastal challenges: Striving communities (16% of LSOAs).

4.7 The table below shows the typology make-up of the two largest settlements in North Lincolnshire (Scunthorpe and Barton on Humber).

- In both settlements the most common typology group is B1 Coastal challenges: Structural shifters accounting for 35% of LSOAs in Scunthorpe and 37% in Barton upon Humber.
- Other common groups in Scunthorpe include Coastal challenges: Social housing and D2 Coastal fringe: Working hard.

Table 4.2 LSOAs in key settlements in North Lincolnshire by typology

	Scunthorpe		Barton on Humber	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	3	6.3	0	0
A2 Coastal retreats: Working countryside	0	0	2	25
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	17	35.4	3	37.4
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	14	29.2	0	0
C1 Cosmopolitan coast: Reinventing resorts	1	2.1	0	0
C2 Cosmopolitan coast: Coastal professionals	1	2.1	1	12.5
D1 Coastal fringe: Prosperous suburbia	1	2.1	1	12.5
D2 Coastal fringe: Working hard	11	22.9	1	12.5
Total	19	100	8	100

Understanding the local area: key reference data

4.8 The table below presents key reference data for the coastal area.

4.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

4.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 4.3 Key Reference Data

	North Lincolnshire (Coastal)	North Lincolnshire (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[9]	14.5	14.7	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	5.4	5.3	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	7.5	7.6	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.9	4.7	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [10]	65.0	62.8	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	4.8	4.6	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	5.7	5.6	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£368	£371	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	3.5	3.5	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	424.6	423.8	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	493.9	493.9	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	9.3	9.3	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.8	6.8	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	22.98	22.13	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	15,144	15,566	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	21.3	19.0	22.1	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	3.6	4.5	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	20.0	20.1	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets. For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

4.11 Headline figures are as follows.

- Skill levels are low in coastal North Lincolnshire, with the proportion of people qualified to degree level (14.5%) below the average across the East Marine region (15.5%), the Coast as a whole (19%) and the England average (23.5%).
- Worklessness levels are high when compared against the East Marine Plan area, coastal, national average, with a higher proportion of people claiming Jobseekers Allowance and Incapacity Benefits.
- However, coastal North Lincolnshire is outperforming the East Marine Plan area and national comparators in terms of jobs growth, with the proportion of jobs increasing by 7.5% between 2001 and 2008, compared with a 4.6% increase across the region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

4.12 Headline figures are as follows.

- The average weekly household income in coastal North Lincolnshire (£368) is below each of the East Marine (£389) and Coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in coastal North Lincolnshire (494 per 10,000 businesses) is also lower than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups over the past 12 months representing 9.3% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%.
- Coastal North Lincolnshire has a significantly lower proportion of people employed in knowledge industries (3.5%) than the coastal (9%) and national (11%) averages.
- However pupil attainment levels are higher than the national average.

Social and economic outcomes

4.13 Headline figures are as follows.

- Deprivation levels are slightly above average in coastal North Lincolnshire with 21.3% of LSOAs ranked among the most deprived 20% in England (compared with 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area).

Future risks

4.14 Headline figures are as follows.

- Coastal North Lincolnshire has a similar proportion of employee jobs in the public sector (20%) to the national average (20%).
- Coastal North Lincolnshire has a lower concentration of jobs in single industries than the coastal and national average.

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[9] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[10] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

4.15 The settlement hierarchy is shown in figure 4.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

4.16 The settlement hierarchy is set out in Draft Core Strategy Policy CS1, the spatial strategy. Scunthorpe is the major sub regional town (main location for new housing and employment A major urban extension is proposed to the west of the town (the Lincolnshire Lakes initiative) to be progressed through an AAP. Market Towns are then identified as Barton upon Humber, Brigg, Crowle, Epworth, Kirton in Lindsey and Winterton where development is intended to maintain their role as vibrant communities. Beyond this a number of villages are identified as rural settlements where small scale development would be expected to reflect local needs (but are not mapped here as they are numerous).

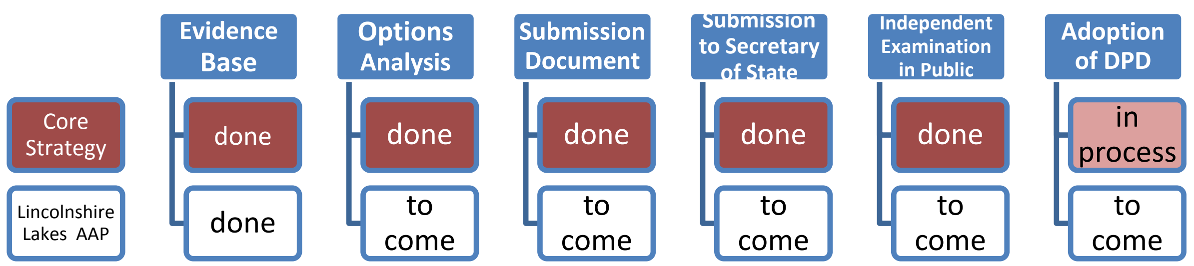
How can marine planners get involved in the local planning system?

4.17 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy which has just gone through its examination in public, as well as in stages of development of an Area Action Plan which is proposed for Lincolnshire Lakes in Scunthorpe. Key developing policies of interest to marine planners include:

- Urban renaissance proposals for Scunthorpe
- The South Humber Bank strategic employment locations for 900 hectares of port related activity as an extension to Immingham Port and Humber Sea Terminal
- Development of tourism potential including around the Humber Estuary

4.18 The diagram below shows the stage that Core Strategy has reached.

Figure 4.2 Core Strategy process stage



4.19 Policies from the Submission Draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 4.4 Key Submission Draft Core Strategy policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	Scunthorpe has 3 main themes for urban renaissance, Lincolnshire Lakes, New Urban Heart and New Century Garden Town. Lincolnshire Lakes is intended for residential development including affordable and sustainable low density housing (up to 10,000 new homes); and business developments that diversify the employment offer including offices with an attractive waterside setting. New Urban Heart includes the Knowledge campus proposal.
Theme Based Policies (economic including tourism, transport)	**CS11** identifies strategic employment locations at Scunthorpe; market towns, Humber airport, Sandtoft business park, together with development to assist rural regeneration and strengthen/diversity rural businesses. **CS12** South Humber Bank Strategic employment site where 900 hectares is reserved for B1, B2, B8 port related activities as an extension to Immingham port and Humber Sea Terminal. Its development could include value added businesses, training establishments, support to economic clusters of energy, food and chemicals that already there and growing - and including new biomass energy developments. Transport accessibility improvements are needed to facilitate this (multi modal). Improved flood defences are also needed. Biodiversity and landscape character is to be protected (via the Delivery Plan for ecology and industrial development). **CS26** - strategic transport improvements include road and rail improvements for South Humber ports. **CS15** Existing tourist facilities and infrastructure will be protected and enhanced and the development and promotion of sustainable tourism focusing on the area's natural and built assets will be supported, particularly the Humber Estuary, Thorne and Crowle Moors and Market Towns. Market towns are supported as locations for further retail, leisure, cultural and tourism development (CS 14)

The Core Strategy should be adopted by August 2011

4.20 The North Lincolnshire Core Strategy was subject to public examination in January 2011 and was adopted by the Council on 28th June 2011, following receipt of the Inspector's Report. This is subsequent to the review of policies set out above.

4.21 A revised submission draft of the Housing and Employment Land Allocations DPD will be subject to its final round of public consultation during September / October 2011. Examination of this DPD is anticipated to be around Easter/early summer 2012. The MMO will be consulted as part of the process but it appears that neither the Core Strategy of the Allocations DPD will have a significant impact on marine activities outside of current development proposals. Widespread support exists for the South Humber Gateway project.

4.22 The only AAP produced in the area is likely to be one for the Lincolnshire Lakes development in Scunthorpe.

4.23 The Logistics Park application was approved by the Council's Planning Committee in June 2011 with the Marine Energy Park application are expected to be submitted to the IPC in July 2011. Both sites fall within North Lincolnshire Local Plan (adopted 2003) allocation IN1-1 South Humber Bank.

Localism is expected to have little impact on marine issues

4.24 Localism is expected to be of significance for local communities. However, it is not anticipated that this will have a great impact on the key marine issues in the area.

Maximising benefits: selected issues and considerations from consultation

4.25 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The main marine activities in the area

4.26 The main marine activities in the area are expected to be

- energy production and infrastructure
- ports and shipping
- tourism and recreation
- surface water

The Marine Energy Park is a project of national significance

4.27 The Able Marine Energy Park in North Killingholme is a project of strategic significance, in that is one of the relatively few sites of the necessary scale in the UK to allow both the construction of wind turbines and their onshore assembly before they are transported by barge out to sites in the North Sea. Given that the UK runs the risk of losing turbine manufacturing and assembly jobs to countries abroad, this is a project of national significance. It is also particularly important to the local economy: Corus/Tata is the major employer in the area, with around 4000 people employed at the steelworks in Scunthorpe, but there have be a number of rounds of job losses recently and the area is exposed to the risk of future cuts in production.[11]

4.28 Together with the related Logistics Park (which encircles the Marine Energy Park itself) the local authority states that this is one of the biggest development opportunities in the north of England for the past two to three decades. It is anticipated that turbine manufacturing would use steel from nearby Scunthorpe steelworks. Around 5-10,000 jobs would be expected to be created as a result of the Marine Energy Parks, with a similar number resulting from the Logistics Park. Not all these jobs would be accommodated on site, but would be distributed through the supply chain.

4.29 The Marine Energy Park proposals see the construction of a new quay approximately 1,320m long together with associated onshore facilities accommodating wind turbine manufacture, assembly and commissioning. The site covers approximately 245 ha of existing terrestrial land and 55 ha of the existing estuary.

4.30 As is the procedure with major infrastructure applications, Able UK are running their application through the IPC. North Lincolnshire Council is providing supporting information but is not the recipient of the application. It is expected that the matter will go to enquiry, and will focus on the impacts of the proposal on the environmental protected areas (the estuary includes SSSI, RAMSAR areas, and others). Able UK are proposing an area on the north bank in mitigation for loss of roosting land and frontage to the estuary.

4.31 Given the national strategic importance of the project, and regional and local social and economic benefits, the pro-active support of the MMO for the Marine Energy Park is sought. There is likely to be very significant involvement by the MMO in the process of the application. The IPC expect to come to a decision within a year of an application having been made, but this will require a move to a situation where planners are active co-deliverers of positive change. That means a more proactive approach, working alongside developers to ask questions like: how do we overcome the barriers to positive change? What do we do next? When? How?

4.32 This proactive approach will be necessary locally given that proposals have a number of consequences for local transport infrastructure. Logistics park and marine energy park proposals will require a number of improvements be made to the A160/A180 including dualling, junction improvements, and a link road. There is also a requirement for railway access, with the construction of a new loop line that will increase capacity.

4.33 Maximum economic benefit for North Lincolnshire and surrounding areas could be gained from a co-ordinated Humber-wide approach. The energy proposals in North Lincolnshire complement other proposals in Hull (where Siemens have options on a site adjacent to the docks). There are also possible implications for Goole, where local industry could form an important part of the Energy Park supply chain.

Table 4.5 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO should fully take into account the steps being taken in the area to encourage Marine Energy proposals and seek to support development where possible as they go through Infrastructure Planning Commission (or successor) processes. To facilitate this, the MMO should maintain close links with the IPC and any successor.
Responsibility	MMO, marine energy park stakeholders, IPC
Timescale	2011 start, ongoing

Table 4.6 Issues for consideration - selected views from consultation

Consideration based upon interview	The possible creation of a "Humber Energy Enabling Group" led by the MMO with wide representation in order that communities around the Humber are able to best capture the opportunities arising from Round 2 and 3 wind energy investments in the North Sea
Responsibility	MMO
Timescale	2011 start, ongoing

4.34 It is worth noting that there are also a range of other bio-energy proposals in the South Humber Bank area. These would see imported and UK sourced wood and other biofuels being imported and used in new and existing local power stations. However, as it is likely that the sea borne cargo would be landed via existing Immingham ports and infrastructure, they are unlikely to need much MMO attention.

[11] BBC News 20 May 2011 *Tata Steel to cut 1,500 jobs in Scunthorpe and Teesside.* 1200 jobs were due to be lost in Scunthorpe. http://www.bbc.co.uk/news/business-13469088

Using the Local Strategic Partnership to develop wider relationships

4.35 The LSP is seen as a sensible place to start local liaison, and would open up contacts throughout a range of organisations.

Table 4.7 Issues for consideration - selected views from consultation

Consideration based upon interview	Liaise with the local authority, perhaps utilising the Local Strategic Partnership.
Responsibility	MMO, North Lincolnshire
Timescale	2011 start, ongoing

Surface water drainage is a significant local issue

4.36 Whilst the issue is predominantly an LA responsibility, towns in North Lincolnshire were badly affected by surface water flooding in 2007.

Part of the Immingham Docks area is within the North Lincolnshire boundary

4.37 Immingham deals with containerised cargos, bulky goods, coal, raw materials for steelworks, timber, and cars. There are no specific plans for development for the area within the North Lincolnshire boundary, but the maintenance of port activity is important locally.

4.38 There are no specific actions for the MMO, other than continued support for the Docks.

Tourism

4.39 The Humber is an internationally important estuary for nature conservation, with significant eco-tourism potential. The landscape of North Lincolnshire is also varied and offers a wealth of green tourism opportunities based around its intrinsic values.

4.40 'Waters Edge' at Barton upon Humber is an environmental tourist interaction area based on a number of clay pits and on remediated land. The Council would like to see North Lincolnshire develop further as a day trip and longer stay destination and would generally be supportive of activities that diversified the area's tourism offer dependent on their impact on the surrounding area.

4.41 The maintenance of a high quality Humber environment is important to the local tourism offer, but there are no specific actions for the MMO.

5 NORTH EAST LINCOLNSHIRE

Introduction

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5.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

5.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

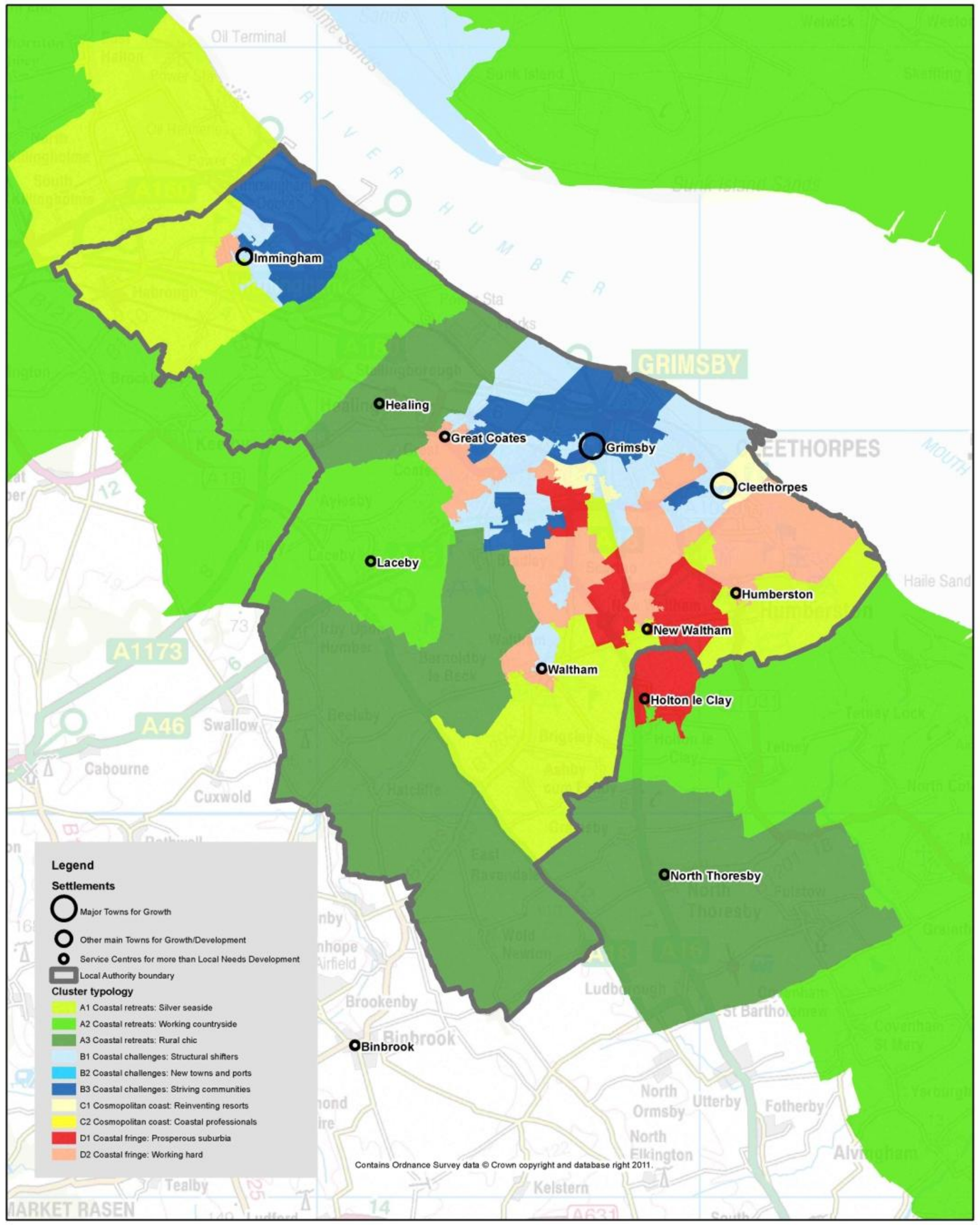
Understanding the local area: typologies

5.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

5.5 The map also shows the settlement hierarchy, which we discuss later in this section.

5.6 The following map shows the typologies present in the area.

Figure 5.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
Crown Copyright material is reproduced with the permission of the controller of HMSO
Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

5.7 The following table shows the typology breakdown for LSOAs in North East Lincolnshire, the East Marine area and England as a whole.

Table 5.1 LSOAs in North East Lincolnshire by typology

	North East Lincolnshire		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	9	8.4	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	3	2.8	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	2	1.9	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	36	33.6	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	21	19.6	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	5	4.7	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	0	0	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	4	3.7	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	27	25.2	164	12.6	1,615	16.1
Total	107	100	1,300	100	10,057	100

- North East Lincolnshire contains a mix of typologies. The most common typology group in North Lincolnshire is B1 Coastal challenges: Structural shifters, with 36 LSOAs (34% of the LSOAs in North East Lincolnshire) in this group. Other common typology groups include D2 Coastal fringe: Working hard (25% of LSOAs) and B3 Coastal challenges: Striving communities (20% of LSOAs).

5.8 The table below shows the typology make-up of the two largest settlements in North East Lincolnshire – Grimsby/Cleethorpes and Immingham.

- In Grimsby/Cleethorpes the most common typology group is B1 Coastal challenges: Structural shifters accounting for 35% of LSOAs. Other prominent typology groups in Grimsby/Cleethorpes are B3 Coastal challenges: Striving communities (29% of LSOAs) and D2 Coastal fringe: Working hard.
- Immingham is largely comprised of three typology groups A1 Coastal retreats: Silver seaside, B1 Coastal challenges: Structural shifters and B3 Coastal challenges: Striving communities.

Table 5.2 LSOAs in key settlements in North Lincolnshire by typology

	Grimsby/Cleethorpes		Immingham	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	3	6.3	3	37.4
A2 Coastal retreats: Working countryside	0	0	0	25
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	17	35.4	2	25
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	14	29.2	2	25
C1 Cosmopolitan coast: Reinventing resorts	1	2.1	0	0
C2 Cosmopolitan coast: Coastal professionals	1	2.1	0	
D1 Coastal fringe: Prosperous suburbia	1	2.1	0	
D2 Coastal fringe: Working hard	11	22.9	1	12.5
Total	19	100	8	100

Understanding the local area: key reference data

5.9 The table below presents key reference data for the coastal area.

5.10 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

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Table 5.3 Key Reference Data

	North East Lincolnshire	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[12]	12.6	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	-0.7	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	5.0	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	6.7	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [13]	70.9	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	6.6	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.4	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£350	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	4.3	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	429.9	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	405.4	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	9.7	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	8.3	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	29.83	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	12,749.6	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	39.3	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	8.6	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	19.3	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Arealevel datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

5.12 Headline figures are as follows.

- Skill levels are low in North East Lincolnshire, with the proportion of people qualified to degree level (12.6%) below the average across the East Marine region (15.5%), the Coast as a whole (19%) and the England average.
- Worklessness levels are high when compared against the East Marine Plan area, coastal, national averages, with a higher proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.
- However, employment growth in North East Lincolnshire is similar to the national average, with the proportion of jobs increasing by 5% between 2001 and 2008.

Labour productivity indicators

5.13 Headline figures are as follows.

- The average weekly household income in North East Lincolnshire (£350) is below the East Marine (£389) and Coastal (£398) and national (£424) averages.
- Similarly, the stock of VAT registered businesses in North East Lincolnshire (405.4 per 10,000 businesses) is lower than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are also somewhat lower than average, with new start-ups representing 9.3% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Business closures are higher, with de-registrations representing 8.8% of business stock, compared with 7.4% across England.
- North East Lincolnshire has a significantly lower proportion of people employed in knowledge industries (4.3%) than the coastal (9%) and national (11%) averages.
- However pupil attainment levels are higher than the national average.

Social and economic outcomes

5.14 Headline figures are as follows.

- Deprivation levels are high in North East Lincolnshire, with 39.3% of LSOAs ranked among the most deprived 20% in England (compared with 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area).

Future risks

5.15 Headline figures are as follows.

- North East Lincolnshire has a lower proportion of employee jobs in the public sector (19%) than the national average (20%).
- North East Lincolnshire has a higher concentration of jobs in single industries (8.6%) than the coastal (3.5%) and national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

5.16 The settlement hierarchy is shown in figure 5.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

[12] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[13] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

5.17 The settlement strategy set out in Policy SP1 of the Preferred Options Core Strategy consultation identified that about 70% of new residential development, and 15% of new employment development would be accommodated at Grimsby/Cleethorpes. About 10% of new residential development, and 70% of new employment development would be accommodated on sites in the Estuary Zone (including Immingham). About 15% of new residential development, and 10% of new employment development would be accommodated on sites in the Western and Southern Settlement Arc (Healing, Great Coates, Laceby, Waltham, New Waltham and Humberston), with about 5% of new residential development, and 5% of new employment development to be accommodated on sites in the rural area.

5.18 However it should be noted that a revised Core Strategy consultation document is imminently expected which could amend the above information.

How can marine planners get involved in the local planning system?

5.19 Marine Planners can get involved in spatial plan making through the next formal consultation point on the draft Core Strategy. Key developing policies of interest to marine planners include:

- Enhancing the tourism offer and attractions including maintaining the blue flag status of Cleethorpes
- Development of the economic opportunities around the ports at Immingham and Grimsby which includes employment and training, Europarc Phase 4 and specifically the servicing of offshore wind farms

5.20 The diagram below shows the stage that Core Strategy has reached.

Figure 5.2 Core Strategy process stage

5.21 Policies from the draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 5.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**SP1a** - spatial strategy for the urban areas (Grimsby/Cleethorpes) seeks to stabilise housing areas, improve urban gateways, drive forward sustainable mixed use regeneration schemes; safeguard urban employment sites, widen training, skills and employment opportunities, led by the development of the education village, and specialist training facilities; enhance the tourism offer and attraction; maintain the blue flag status of Cleethorpe s bathing waters. maintain a commitment to protect and enhance the designated Humber Estuary sites; **SP1b**; spatial strategy for the estuary zone; Includes 'strengthen the role of Immingham as an independent local service town; secure rapid renaissance of Immingham town centre; develop the area's economic opportunities around the ports and within the infrastructure corridor, recognising the need to safeguard land closest to the estuary (explicitly land east of the rail freight line) for uses that genuinely need to be located close to the estuary'; The proposed approach also focuses on enhanced learning, skills and enterprise in Immingham, ensuring that the town is able to take advantage of port employment and training opportunities (development of an Immingham Academy). The port of Immingham and Grimsby is also seen as providing an opportunity to service offshore wind farms supporting national renewable energy targets. Appropriate Assessment work is in progress around the interface with Natura 2000 and Ramsar sites.
Theme Based Policies (economic including tourism, transport)	**DM1** – Supports the growth of the local economy. Up to 580ha of employment land to be identified up to 2026 including 552ha in the Humber employment zone (Grimsby/Immingham) including for Europarc Phase 4 (all integrated with need to preserve integrity of Natura 2000 habitats); two existing employment sites flagged for redevelopment to other uses (one in each of Grimsby and Cleethorpes), also Grimsby fish docks. Opportunities for SME incubator units are supported especially where related to pockets of social exclusion; local rural employment development supporting community vitality is supported. Tourism is supported through resort regeneration at Cleethorpes and rural tourism. **DM8** - supports inclusive communities. includes 'supporting improvements to education and training opportunities, including the establishment of a university campus, and the delivery of specialist employment training facilities' **DM12** extends the tourism offer and includes 'focus main tourist orientated development on the resort of Cleethorpes, maintaining the high standard of water quality and attraction of Cleethorpes Beach; develop tourism facilities, including appropriate green tourism facilities associated with the natural assets of the Borough;; contribute to the regeneration and renaissance of Grimsby and Cleethorpes, widening the tourist offer, drawing on local character and culture, and improving the quality of places and spaces'.

Core strategy is to go out to consultation in July 2011

5.22 The draft Core Strategy on the Council website is out of date. A new draft Core Strategy is to be signed off imminently, and will go out to consultation in July 2011. The authority is looking for a fast-track examination in December 2011/ Jan 2012.

5.23 Work is about to begin on a Site Allocations DPD. The evidence base for this already exists, and is expected to be adopted and in place by the end of 2014.

5.24 No specific sites for Area Action Plans have been identified. However, if a site for an AAP was to be produced, Freeman Street in Grimsby might be a candidate (it was a successful shopping street, but has been in decline since the trawlers went, and shopping has moved to the town centre). The area is now deprived, and provides poorer quality housing.

5.25 MMO involvement is expected through the Core Strategy public consultation process.

Localism is not a big issue for marine planning

5.26 There are no very active parish councils or neighbourhood groups that are likely to affect marine planning.

Maximising benefits: selected issues and considerations from consultation

5.27 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

5.28 The key marine activities in the area are

- Energy. Grimsby in particular has aspirations to be a major maintenance and operations hub for East coast wind power developments.
- Ports. North East Lincolnshire contains part of the port of Immingham within its boundary.
- Fisheries. Very little fishing activity now takes place locally, but Grimsby has an important part in the supply chain.
- Tourism and recreation. This forms a significant part of local economy. Cleethorpes is a traditional seaside resort.

Wind energy maintenance and operations represents a major opportunity for the area. The local authority wishes to see quick development

5.29 Centrica and Siemens already service the Lynn and Inner Dowsing Wind Farm from Grimsby. This is a relatively small Round 1 development of 54 turbines, and is small in scale compared to proposals in Rounds 2 and Round 3.

5.30 It is North East Lincolnshire's aspiration to grow this business, and that Grimsby will be the main operations and maintenance hub for the East Coast windfarms. Centrica have announced a £3m investment in Grimsby harbour's north wall: this will become Centrica's base for the East coast. Officers from North East Lincolnshire state that Siemens is expected to make similar investments. Officers say that they expect six "blue chip" names at Grimsby dock within the next 10 years.

5.31 Analysis shows that Grimsby is struggling with a range of structural economic changes, and so there are sound equity reasons for ensuring that Grimsby is able to take advantage of this significant industrial opportunity.

5.32 North East Lincolnshire's concern is that the MMO process be delivered as efficiently as possible.

- Efficiency: officers argue that it is centrally important to minimise the planning costs which fall to developers. This can be achieved if the system is designed to re-use information provided for other consultees, and it can be provided in the same formats and over the same time periods.
- Speed: officers understand that the current permitting system is an advance on the previous system. In theory, planning processes are expected to work simultaneously rather than consecutively (given liaison between, for example, MMO and Natural England). The local authority is keen to see this type of delivery in place in order to lighten the regulatory burden for developers.

Table 5.5 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could focus on delivering an application process which is quick and efficient as possible for investors to use
Responsibility	MMO, other stakeholders
Timescale	2011 start, ongoing

5.33 Having designed an efficient system, North East Lincolnshire wish to see quick, pro-development decisions taken that reflect what is seen as a strategic opportunity for the local economy. The anxiety is that delay will mean that competitor ports in Germany and Denmark will pick up maintenance and operations work that otherwise would have stayed in the UK.

Table 5.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO licensing teams could provide opportunity for developers to talk to them at pre-application stage to accelerate the development process
Responsibility	MMO, other stakeholders
Timescale	2011 start, ongoing

A new bio-energy plan fuelled by wood waste is expected for Immingham Docks

5.34 Proposals for a £130 million biomass-fuelled power plant are going to consultation in July 2011. Pelletised wood would be imported through the docks and burnt at a dockside facility.

5.35 A planning application is anticipated in August, with a decision from North East Lincolnshire Council before the end of the year. The scheme can be decided upon locally rather than by the Infrastructure Planning Commission due to its size of 49.5MW.

5.36 An eight-acre site at the port of Immingham has been identified, with the backing of Associated British Ports, on land where a former fertiliser manufacturing facility currently sits.

5.37 No action is required from MMO, but MMO should be aware of the emerging uses for the dock area.

MMO backing for work planning on-shore National Grid links

5.38 Officers in North East Lincolnshire are aware of the potential for delays to investment in wind energy that might be caused due to a lack of on-shore grid connections.

5.39 Whilst aware that this is not a direct responsibility of the MMO, officers wish to ensure that MMO is able to point out the urgency of finding connection sites, and uses any influence it may have to accelerate planning consents for these connections.

Table 5.7 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could support where possible, particularly through marine planning, work to develop on-shore National Grid links
Responsibility	MMO, National Grid
Timescale	2011 start, ongoing

Grimsby's tidal lock may need investment. MMO support is sought

5.40 Grimsby fish dock's infrastructure is Victorian in origin, with a high quayside designed for the fishing industry. Facilities may need to be updated. In particular, the fish dock's tidal lock may need investment, as there are concerns that it is not going to be big enough to cope with the projected number of maintenance vessel movements by around 2016.

5.41 We understand that ABP will need to apply to the MMO (licencing department) for a license to upgrade the lock. North East Lincolnshire hope that this can be provided straightforwardly.

Table 5.8 Issues for consideration - selected views from consultation

Consideration based upon interview	Ongoing discussion and support where possible from MMO licensing for tidal lock upgrades
Responsibility	MMO, ABP
Timescale	Complete by 2016

The fisheries industry is no longer a major employer. But Grimsby remains a very important part in the fisheries supply chain. Any changes in permitting will need to take these impacts into account

5.42 Very little fishing activity now takes place locally. A dozen fishing vessels are registered locally, but these do not land locally. However, Grimsby is an important part of the supply chain, with large amounts of fish being brought in by lorry to local processors. Grimsby is the biggest fish processing centre in Europe, and processes 70% of all seafood eaten in the UK. 5000 local jobs are in food processing (of which fish processing represents the largest share).[14]

5.43 The level of fishing activity permitted (including that permitted in Scottish waters) will have a significant effect on activity in the local food industry.

Table 5.9 Issues for consideration - selected views from consultation

Consideration based upon interview	Grimsby remains a very important part in the fisheries supply chain. Where ever possible marine planning could seek to ensure it supports and avoids introducing hindrance to fisheries-related activity at Grimsby
Responsibility	MMO, related stakeholders
Timescale	2011 start, ongoing

Cleethorpes

5.44 Cleethorpes is a traditional seaside resort, and tourism and recreation forms a significant part of the local economy. The local authority wishes to ensure that nothing in the marine plan works to the detriment of this aspect of the local authority.

Table 5.10 Issues for consideration - selected views from consultation

Consideration based upon interview	The current tourism industry in Cleethorpes could be enhanced where opportunities are identified and degradation should be avoided.
Responsibility	MMO, North East Lincolnshire Council
Timescale	2011 start, ongoing

Cross cutting issues

Grimsby is in two Local Enterprise Partnership areas. There is an Enterprise Zone application being made which covers part of Grimsby fish dock

5.45 North East Lincolnshire is in both the Greater Lincolnshire LEP, and the pan Humber LEP (which includes North Lincolnshire, the East Riding of Yorkshire and Hull City Council areas).

5.46 An Enterprise Zone application due to be submitted imminently includes part of the Grimsby Fish Dock area. Attracting renewables firms is a big focus of the bid. Winners of the Enterprise Zone bidding round will be announced by the end of 2011.

[14] Interview with Economic Development Officer, June 2011

6 EAST LINDSEY

Introduction

6.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

6.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

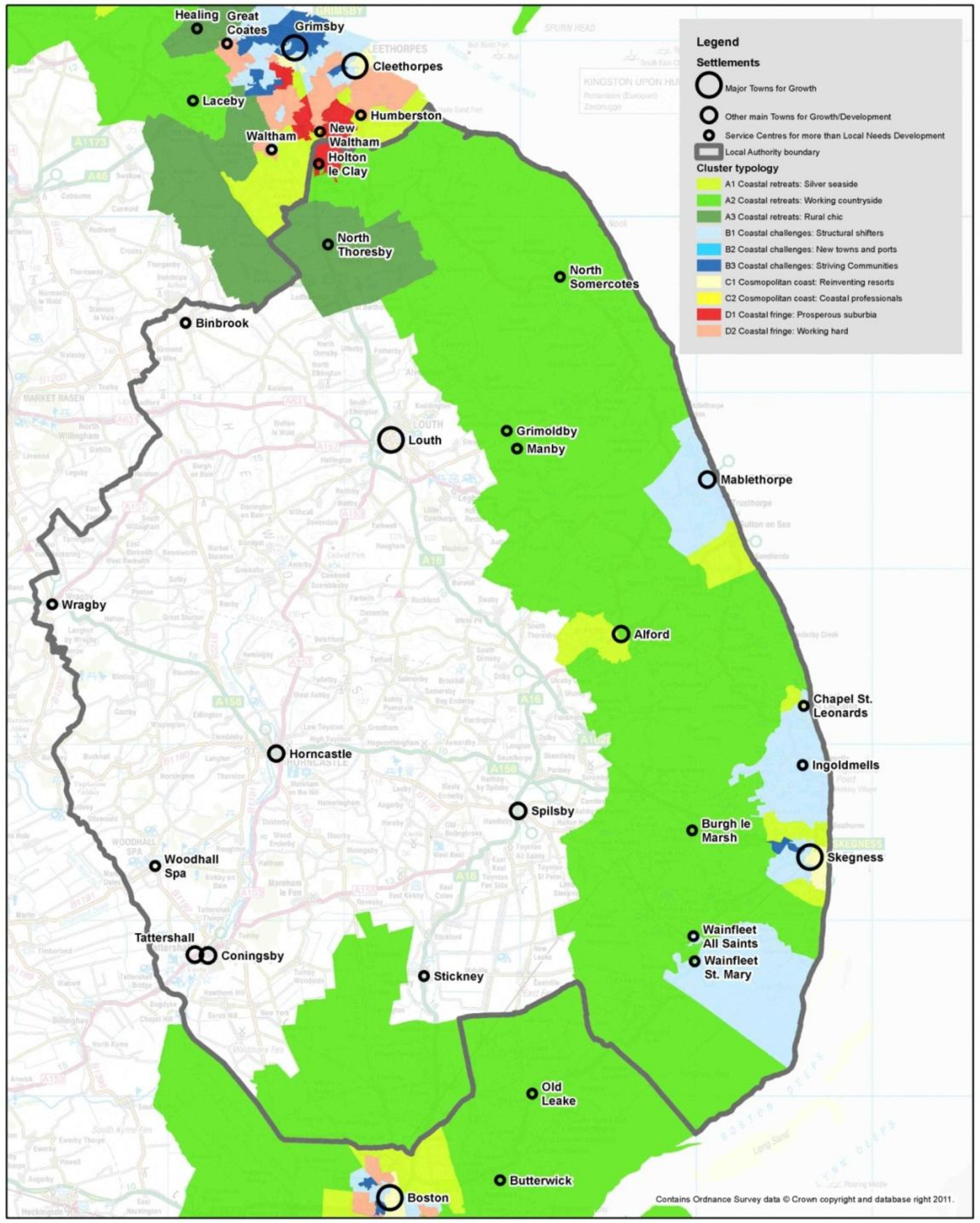
6.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

6.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

6.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 6.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
Crown Copyright material is reproduced with the permission of the controller of HMSO
Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

6.6 The following table shows the typology breakdown for LSOAs in coastal East Lindsey, the East Marine area and England as a whole.

Table 6.1 LSOAs in coastal East Lindsey by typology

	Coastal East Lindsey		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	8	17	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	20	42.6	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	1	2.1	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	12	25.5	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	1	2.1	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	3	6.4	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	0	0	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	2	4.3	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	0	0	164	12.6	1,615	16.1
Total	47	100	1,300	100	10,057	100

- The majority of LSOAs in coastal East Lindsey area are in the Coastal retreats and Coastal challenges groups.
- The most common typology group in coastal East Lindsey is A2 Coastal retreats: Working countryside, with 20 LSOAs (43% of the LSOAs in coastal East Lindsey) in this group. The second most common typology group is B1 Coastal challenges: Structural shifters with just over a quarter of LSOAs in this group.

6.7 The table below shows the typology make-up of the two largest settlements in coastal East Lindsey – Skegness/Ingoldmells and Mablethorpe/Sutton on Sea.

- In both settlements the most common typology group is B1 Coastal challenges: Structural shifters accounting for 66% of LSOAs in Mablethorpe/Sutton on Sea and 46% in Skegness/Ingoldmells.

Table 6.2 LSOAs in key settlements in East Lindsey by typology

	Skegness/Ingoldmells		Mablethorpe/Sutton on Sea	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	3	23.1	2	33
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	6	46.2	4	66
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	1	7.7	0	0
C1 Cosmopolitan coast: Reinventing resorts	3	23.1	0	0
C2 Cosmopolitan coast: Coastal professionals	0	0	0	0
D1 Coastal fringe: Prosperous suburbia	0	0	0	0
D2 Coastal fringe: Working hard	0	0	0	0
Total	13	100	6	100

Understanding the local area: key reference data

6.8 The table below presents key reference data for the coastal area.

6.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

6.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 6.3 Key Reference Data

	East Lindsey (Coastal)	East Lindsey (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[15]	14.1	16.4	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	7.3	7.9	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	11.3	9.9	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.7	4.0	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [16]	103.8	78.7	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.9	5.2	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	9.5	8.3	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£377	£384	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	3.5	3.8	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	414.5	422.9	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	653.0	653.0	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	6.7	6.7	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	5.8	5.8	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	28.98	25.02	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	10,598	12,592.5	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	34.0	21.3	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	1.7	8.6	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	15.8	17.7	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

6.11 Headline figures are as follows.

- Skill levels are low in coastal East Lindsey, with the proportion of people qualified to degree level (14.1%) below the average across the East Marine region (15.5%), the Coast as a whole (19%) and England (23.5%).
- Worklessness levels are high when compared against the East Marine Plan area, coastal, national averages, with a higher proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.
- Seasonal unemployment levels are very high, with significant fluctuations in unemployment during 2010.
- However, coastal East Lindsey is outperforming the East Marine Plan area and national comparators in terms of jobs growth, with the proportion of jobs increasing by 11.3% between 2001 and 2008, compared with a 4.6% increase across the region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

6.12 Headline figures are as follows.

- The average weekly household income in coastal East Lindsey (£377) is below the East Marine (£389), coastal (£398) and national (£424) averages.
- By contrast, the stock of VAT registered businesses in coastal East Lindsey (653 per 10,000 businesses) is higher than the East Marine Plan area (518), and national average (546).
- Business start-up rates are lower than average, with new start-ups representing 6.7% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Locally, VAT de-registrations are also below national and coastal averages.
- Coastal East Lindsey has a significantly lower proportion of people employed in knowledge industries (3.5%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

6.13 Headline figures are as follows.

- Deprivation levels are high in coastal East Lindsey, with 34% of LSOAs ranked among the most deprived 20% in England (compared with 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area).

Future risks

6.14 Headline figures are as follows.

- Coastal East Lindsey has a lower proportion of employee jobs in the public sector (15.8%) than the national average (20%).
- Coastal East Lindsey has a lower concentration of jobs in single industries (1.7%) than the coastal (3.5%) and national (4.4%) averages.

[15] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[16] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

6.15 The settlement hierarchy is shown in figure 6.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

6.16 The Settlement hierarchy for East Lindsey sets out that it is made up of six types of place, each with a different role. Main Towns (or District Centres), comprising Louth and Skegness which provide district level services and facilities; Small Towns (Alford, Coningsby/Tattershall, Horncastle, Mablethorpe, Spilsby) providing facilities for their residents and surrounding hinterlands; Service villages providing for their own local needs and those of villages in the immediate environs; Larger Rural Villages, hamlets and small rural villages, providing for small scale local need; and open countryside. Growth is to be directed at towns and service villages and away from areas of flood risk on the coast.

Developing Revised Options

6.17 The 2009 Core Strategy was based on a 'no growth' scenario as an interim option when the Regional Spatial Strategy capped housing numbers until flood risk issues were resolved. With the proposed revocation of the RSS, East Lindsey District Council has had to review its approach and is now developing housing growth targets with a view to launching a revised options consultation later this year.

How can marine planners get involved in the local planning system?

6.18 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Core Strategy. Key developing policies of interest to marine planners include:

- Development of green and eco tourism and quality tourism more generally
- Coastal regeneration including economic led regeneration of coastal communities between Mablethorpe and Skegness

6.19 The diagram below shows the stage that Core Strategy has reached.

Figure 6.2 Core Strategy process stage

6.20 Policies from the draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 6.4 Key draft Core Strategy policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	Core strategy text states that '*The coastal resorts of Mablethorpe/Sutton on Sea, Chapel St Leonards, Ingoldmells and Skegness have a lively character, focused around the beach and other traditional amusement activities. However, there are opportunities to broaden the range of activities in these resorts, helping to diversify the offer and widen the market.* **SP 16** The Council aims to help communities experience growing prosperity and quality of life including through increased commitment to development, including employment, in public services, infrastructure, sustainable construction and renewable energy SP 22 supports accessible key community services and facilities in clusters, with preference to proposals that will serve a cluster of rural communities.
Theme Based Policies (economic including tourism, transport)	**SP11** supports diversifying the economy, with a focus on businesses that are able to operate primarily through IT, value the District's high environmental quality and quality of life, and widen employment opportunities in the agricultural and tourism sectors of the economy. Also working to improve skills with partners; business mentoring; and working with communities on voluntary sector skills. **SP12** - allocates land for employment land including 9ha in Skegness and 4ha in Mablethorpe. **SP21** promotes quality tourism and leisure facilities and seeks to extend the holiday season by supporting proposals that diversify holiday tourism and visitor facilities across the District; provide opportunities for the enjoyment of the District's Wild Coast and the countryside; add to the green and eco-tourism offer of the District and capitalise on its environmental assets.
Coastal specific	**SP 14** is a specific policy for coastal regeneration, giving high priority to economic-led regeneration of the coastal settlements between Mablethorpe and Skegness. New businesses that extend and diversify the tourism market, offer all-year round employment opportunities and contribute directly to the local economy are supported. The Council's Neighbourhood Management initiative is intended to increase community contribution and commitment to coastal regeneration projects.

Developing relationships with the Council: engaging with the Core Strategy Options Consultations

6.21 East Lindsey District Council is revising its options for its Core Strategy following demise of the RSS. It is currently researching housing growth targets with a view to issuing a revised options consultation later in 2011. This may identify various options for dealing with growth including how it can be applied to coastal communities who largely sit within areas liable to flood. There could be implications arising from the options discussed which both impact on socio economic development opportunities and on the need for flood risk management schemes, for coastal communities. The MMO needs to be aware of these options and should therefore ensure it picks up and responds as appropriate to the formal Core Strategy options consultation by East Lindsey District Council.

East Lindsey Neighbourhood Planning Vanguard

6.22 East Lindsey district has a neighbourhood planning vanguard project which is looking at a two settlement cluster. The cluster will have a housing target to accommodate and explore how the neighbourhood plan can allocate the housing within the cluster. The vanguard is not specifically coastal based.

Maximising benefits: selected issues and considerations from consultation

6.23 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the

MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

6.24 The key marine activities are

- Tourism
- Marine dredging

Supporting tourism and recreation by maintaining environmental quality. There are risks arising from onshore connections to windfarms

6.25 Tourism is identified as a key sector for ongoing development in East Lindsey. There is a concern within East Lindsey Council to ensure that any onshore implications from offshore marine activities do not adversely impact on the tourism sector which in turn depends extensively on the quality of the environment and the rural nature of the district.

6.26 The Triton Knoll proposal for onshore facilities arising from an offshore wind farm in 2010 is an example of where such concern does arise.

6.27 Early discussion with the Planning Policy Committee at the District Council could facilitate understanding of marine activities, issues and opportunities as they begin to emerge from the East marine planning area.

Table 6.5 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could engage with East Lindsey Planning Policy Committee to explain marine planning and raise early discussion around any possible onshore impacts of marine activities. This could be undertaken initially as awareness raising as well as more formally responding to Core Strategy options consultations, likely to take place later this year.
Responsibility	MMO, East Lindsey District Council
Timescale	Over next six months, linking to East Marine area stakeholder engagement and responding to East Lindsey Core Strategy options consultation when undertaken

Supporting the Lincshore Project

6.28 The Lincshore project, which started in 1994, pumps sand from licensed offshore sites onto 20km of beach between Skegness and Mablethorpe both as a flood defence mechanism and in support of tourism. The project is reviewed every five years, is seen as important to the tourism economy. East Lindsey District Council want to work to maintain the project alongside with strategic partners.

Table 6.6 Issues for consideration - selected views from consultation

Consideration based upon interview	The Lincshore project could be identified in MMO work on the East Area Marine plan as a way of ensuring that the MMO is fully aware of the project's role in support of tourism activity and therefore support of coastal communities.
Responsibility	MMO in discussion with strategic partners, Lincshore
Timescale	Short term as part of information collecting for the East area marine plan.

Regeneration at Skegness

6.29 The Council is developing regeneration proposals for Skegness. A Skegness Foreshore Planning Brief has been developed so far.

6.30 The MMO should be aware of these regeneration proposals.

MMO input into three specific project proposals would be welcomed

6.31 There are some specific project proposals being discussed locally where input from the MMO into discussions would help clarify licencing requirements and any associated issues. These are:

- Development of a new pier at Mablethorpe, proposed by Mablethorpe Town Council as part of their regeneration proposals
- Development of a private sector wind farm assembly proposal at Wainwright which could involve a platform into the sea
- A possible harbour proposal at Ingoldmells (a concept only).

7 BOSTON

Introduction

7.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

7.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

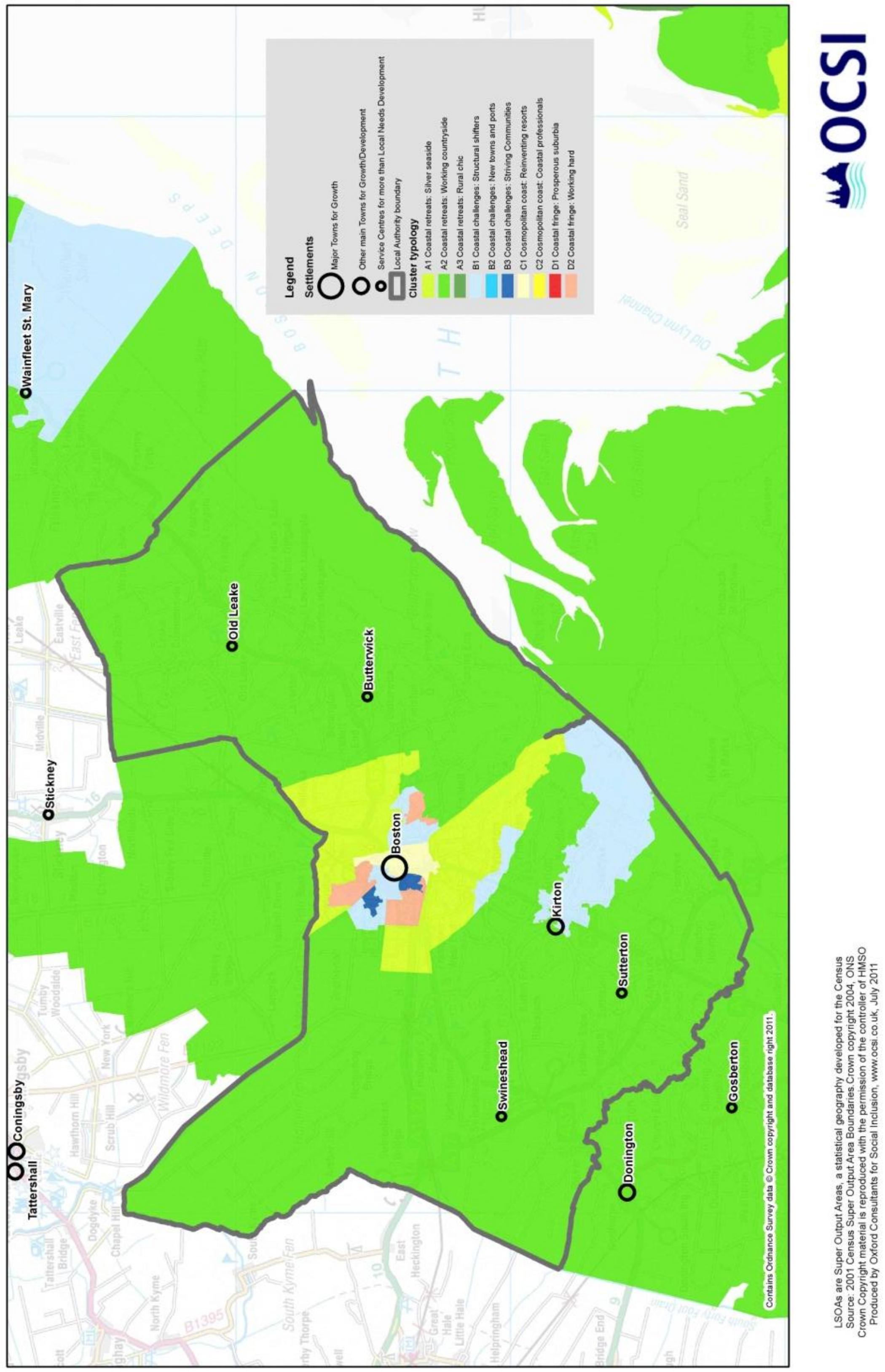
7.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail. .

Understanding the local area: typologies

7.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

7.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 7.1 Typologies Map



7.6 The following table shows the typology breakdown for LSOAs in Boston, the East Marine area and England as a whole.

Table 7.1 LSOAs in Boston by typology

	Boston		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	6	16.7	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	12	33.3	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	0	0	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	9	25	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	2	5.6	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	3	8.3	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	0	0	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	0	0	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	4	11.1	164	12.6	1,615	16.1
Total	36	100	1,300	100	10,057	100

- Boston contains a mix of typologies. The most common typology group in Boston is A2 Coastal retreats: Working countryside, with 12 LSOAs (33% of the LSOAs in Boston) in this group. The second most common typology group is B1 Coastal challenges: Structural shifters with 25% of LSOAs in this group.

7.7 The table below shows the typology make-up of Boston town.

- The most common typology group is B1 Coastal challenges: Structural shifters accounting for 35% of LSOAs Boston town in this group. Boston also has a high proportion of LSOAs classified as A1 Coastal retreats: Silver seaside (26%) and D2 Coastal fringe: Working hard (17%).

Table 7.2 LSOAs in Boston town by typology

	Boston (town)	
	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	6	26.1
A2 Coastal retreats: Working countryside	0	0
A3 Coastal retreats: Rural chic	0	0
B1 Coastal challenges: Structural shifters	8	34.8
B2 Coastal challenges: New towns and ports	0	0
B3 Coastal challenges: Striving communities	2	8.7
C1 Cosmopolitan coast: Reinventing resorts	3	13
C2 Cosmopolitan coast: Coastal professionals	0	0
D1 Coastal fringe: Prosperous suburbia	0	0
D2 Coastal fringe: Working hard	4	17.4
Total	23	100

Understanding the local area: key reference data

7.8 The table below presents key reference data for the coastal area.

7.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

7.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 7.3 Key Reference Data

	Boston	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[17]	16.4	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	5.2	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	10.2	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	3.8	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [18]	55.3	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	4.5	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.6	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£373	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	2.9	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	447.5	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	580.4	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	6.8	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.0	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	23.86	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	12,855.0	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	16.7	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	1.6	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	20.9	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

7.11 Headline figures are as follows.

- The proportion of people qualified to degree level in Boston (16.4%) is slightly above the average across the East Marine region (15.5%), but below the average across the coast as a whole (19%) and significantly below the national average (23.5%).
- Unemployment levels across coastal Boston are similar to the national average, with 3.8% of working age adults receiving unemployment benefit, compared with 3.9% across England as a whole. However, Boston has a higher proportion of adults claiming Incapacity Benefit (6.6%) than the national average (5.4%).
- Boston is outperforming the East Marine Plan area and national comparators in terms of jobs growth, with the proportion of jobs increasing by 10.2% between 2001 and 2008, compared with a 4.6% increase across the region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

7.12 Headline figures are as follows.

- The average weekly household income in Boston (£373) is below the East Marine (£389) coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in Boston (580 per 10,000 businesses) is higher than the East Marine Plan area (518), and national average (546).
- Business start-up rates are lower than average, with new start-ups representing 6.8% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below national and coastal averages.
- Boston has a significantly lower proportion of people employed in knowledge industries (2.9%) than the coastal (9%) and national (11%) average.

Social and economic outcomes

7.13 Headline figures are as follows.

- Coastal Boston has higher average levels of deprivation than England as a whole, with an average IMD score of 23.86 compared with 21.67 across England.
- However, Boston has a lower proportion of LSOAs ranked among the most deprived 20% in England (16.7%) than average (20%). For comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of all areas in England.

Future risks

7.14 Headline figures are as follows.

- Boston has a slightly higher proportion of employee jobs in the public sector (20.9%) than the national average (20%).
- Boston has a lower concentration of jobs in single industries (1.6%) than the coastal (3.5%) and national (4.4%) average.

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[17] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[18] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

7.15 The settlement hierarchy is shown in figure 7.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

7.16 The Boston Borough Interim Plan 2006 identifies Boston as the sub regional centre. Outside Boston the main service centre is Kirton. Other Service villages are Butterwick, Old Leake, Sutterton, Swineshead, for housing developments on windfall and infill sites. Twenty two other villages are identified where housing would be for local needs, infill only.

How can marine planners get involved in the local planning system?

7.17 Marine Planners can get involved in spatial plan making through the consultation on a first draft Core Strategy and inputting into evidence base work, as the Core Strategy is in early stages of development. Key policy areas of interest to marine planners could include:

- Developing the potential of the Port of Boston
- Water based recreation developments

7.18 The diagram below shows the stage that Core Strategy has reached.

Figure 7.2 Core Strategy process stage

7.19 Policies from the Boston Borough Interim Plan 2006 that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 7.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	The economic development strategy in the local plan includes maximising potential of the Port of Boston and the rail freight link, regenerating viability of Boston as a subregional centre, maximising leisure and recreation opportunities. **ED2** In the port area defined on proposals map, port related developments will be allowed. Mainly ship/road freight transfer. Port is an important employer. **ED3** Boston Business Park - for business development (high tech, R&D, light industry) and recreational facilities. **RCT11** sites identified for urban regeneration in Boston Town Centre.
Theme Based Policies (economic including tourism, transport)	**G10**: Large scale renewable energy development control policy identifies a need to demonstrate that benefits outweigh environmental disbenefits with no adverse cumulative impacts. **ED 10** protects hotel, with a deficiency in Boston so a need to maintain and enhance what is there. **T6 and T7** - transport policies safeguard a Docks Link Road route, whilst a rail freight handling site is supported. **R5** supports water based recreation developments (the Haven, Rivers Witham and Welland and main waterways)

A Joint Core Strategy with South Holland is proposed

7.20 Boston Borough intend to prepare a joint Core Strategy with South Holland District but need to secure legislation to enable this to happen. The legislative process is in train and will deliver a tripartite agreement that also includes Lincolnshire County Council. Boston Borough is currently developing an evidence base for its core strategy jointly with South Holland and also looking at how to do the sustainability appraisal jointly.

Maximising benefits: selected issues and considerations from consultation

7.21 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

Developing tourism and recreation

7.22 The Local Authority believes that the tourism potential of the Borough could be further developed. As well as the Fens waterways, the Borough has two RSPB reserves which attract visitors. There is potential to develop the tourism product linked to the marine environment.

Energy production and infrastructure: onshore impacts from cables and pylons

7.23 A potential concern about routeing of onshore cables and pylons is noted in connection with Triton Knoll and other future wind farm developments, and whether a substation at Bicker might be considered for use (it was constructed for an onshore wind farm). If so, this could cause conflicts in landscape terms.

Table 7.5 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO needs to be aware of the potential difficulties that onshore infrastructure for offshore windfarms might cause to local tourism and recreation uses in the area.
Responsibility	MMO
Timescale	2011

Offshore bombing ranges are a local issue

7.24 There are offshore bombing ranges in the Wash which are still in use, although discussion noted one range at Wainfleet had now been closed. It needs to be taken into account in marine planning, although changes in technology may change longer term requirements.

Balancing management of flood risk with port, fishing and tourism development

7.25 Managing flood risk is a key concern of Boston Borough Council and an issue to be tackled in its joint Core Strategy with South Holland District, currently in its very early stages of work. The East of England Regional Spatial Strategy had previously restricted housing growth numbers in the Borough for this reason. Flood risk will have implications for how development within coastal communities can be achieved in the longer term and could be a very practical curb on development with implications for the socio economic position of communities.

7.26 More specifically, a proposed barrier on the river at Boston is both a flood defence mechanism but also a key part of infrastructure to support the developing Fens Waterways Link tourism project. It is currently still in the planning stages. One of the questions is the location of the barrier in relation to the Port of Boston (to ensure no loss of wharfage) and the impact it will have on the port and the fishing fleet (who need speedy access into and out of the Port).

7.27 Although the Fens Waterways Link Project is targeted at inland waterways tourism, the MMO needs to be aware of these wider implications of its infrastructure development at Boston, whilst also understanding that the project has tourism potential for the area.

Table 7.6 Issues for consideration - selected views from consultation

Consideration based upon interview	There are a range of different issues surrounding the Barrier at the Haven, Boston. As part of marine planning, the MMO could take advantage of opportunities to engage relevant stakeholders to understand better these issues, which may be of importance to marine plan development.
Responsibility	MMO, Environment Agency, Boston Borough Council and other partners
Timescale	2011

Liaison with the Wash Estuary Partnership

7.28 Two groups were suggested as possible overarching groups that the MMO could liaise with; the Wash Estuary Partnership and a group with potentially similar membership but concerned with the national and internationally designated environmental sites in the Wash.

7.29 The question of use of managed retreat as a flood risk management tool is also raised, with concern about its potential conflict with loss of Grade 1 agricultural land and the need to achieve food security which is also an important policy driver.

Table 7.7 Issues for consideration - selected views from consultation

Consideration based upon interview	Liaison with the Wash Estuary Partnership
Responsibility	MMO and other partners
Timescale	2011

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8 SOUTH HOLLAND

Introduction

8.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

8.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

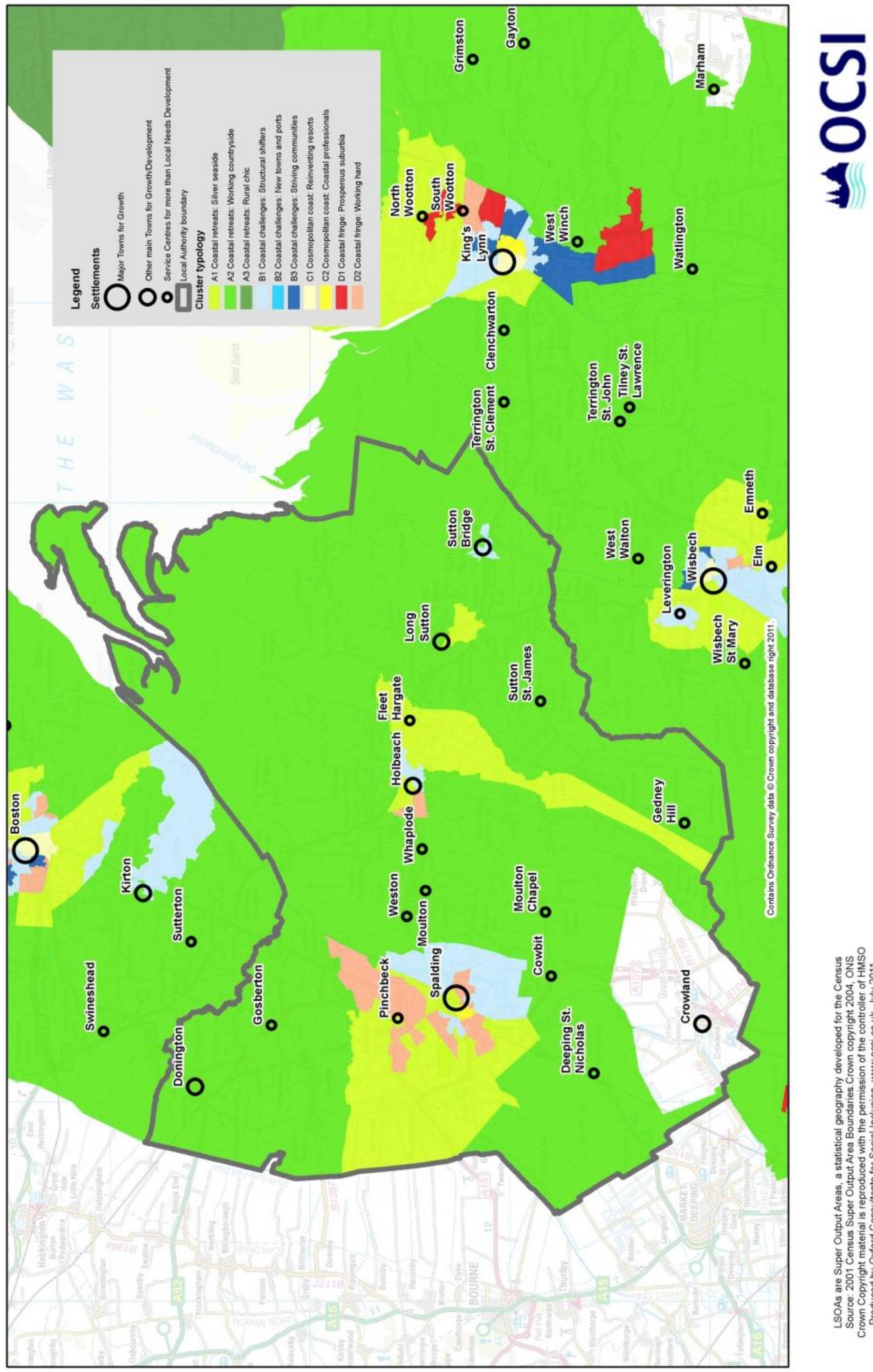
8.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail. .

Understanding the local area: typologies

8.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

8.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 8.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

8.6 The following table shows the typology breakdown for LSOAs in coastal South Holland, the East Marine area and England as a whole.

Table 8.1 LSOAs in coastal South Holland by typology

	South Holland (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	9	19.1	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	22	46.8	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	0	0	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	8	17	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	0	0	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	0	0	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	1	2.1	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	0	0	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	7	14.9	164	12.6	1,615	16.1
Total	47	100	1,300	100	10,057	100

- The most common typology group in coastal South Holland is A2 Coastal retreats: Working countryside, with 22 LSOAs (47% of the LSOAs in coastal South Holland) in this group. Other important typology groups include A1 Coastal retreats: Silver seaside and B1 Coastal challenges: Structural shifters.

8.7 The table below shows the typology make-up of Spalding (the largest town in coastal South Holland).

- Spalding is predominantly made up of three typology groups, D2 Coastal fringe: Working hard (accounting for 33% of LSOAs in Spalding), A1 Coastal retreats: Silver seaside (33%) and B1 Coastal challenges: Structural shifters (28%).

Table 8.2 LSOAs in Spalding by typology

	Spalding	
	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	6	33.3
A2 Coastal retreats: Working countryside	0	0
A3 Coastal retreats: Rural chic	0	0
B1 Coastal challenges: Structural shifters	5	27.8
B2 Coastal challenges: New towns and ports	0	0
B3 Coastal challenges: Striving communities	0	0
C1 Cosmopolitan coast: Reinventing resorts	0	0
C2 Cosmopolitan coast: Coastal professionals	1	5.6
D1 Coastal fringe: Prosperous suburbia	0	0
D2 Coastal fringe: Working hard	6	33.3
Total	18	100

Understanding the local area: key reference data

8.8 The table below presents key reference data for the coastal area.

8.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

8.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 8.3 Key Reference Data

	South Holland (coastal)	South Holland (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[19]	9.1	9.1	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	10.3	10.1	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	0.6	0.6	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	3.4	3.4	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [20]	47.9%	48.1%	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	3.3	3.3	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	5.1	5.1	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£386	£387	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	3.1	3.1	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	427.5	427.5	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	689.4	689.4	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	6.9	6.9	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.4	6.4	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	17.07	16.96	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	17,141	17,233.3	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	0.0	0.0	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	3.7	1.8	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	11.3	11.3	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

8.11 Headline figures are as follows.

- Skill levels are low in coastal South Holland, with the proportion of people qualified to degree level (9.1%) well below the average across the East Marine region (15.5%), the coast as a whole (19%) and the England average (23.5%).
- Worklessness levels across South Holland (coastal) are also relatively low, with a lower proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefit than the national average.
- However, employment growth is slow, with the number of jobs in South Holland (coastal) remaining fairly static between 2001-2008, compared with a 4.6% increase across the region, a 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

8.12 Headline figures are as follows.

- The average weekly household income in South Holland (coastal) (£386) is slightly below the East Marine (£389) coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in coastal South Holland (689 per 10,000 businesses) is higher than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 6.9% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- South Holland (coastal) has a significantly lower proportion of people employed in knowledge industries (3.1%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

8.13 Headline figures are as follows.

- Deprivation levels are low in South Holland (coastal), with no LSOAs ranked among the most deprived 20% in England (compared with 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area).

Future risks

8.14 Headline figures are as follows.

- South Holland (coastal) has a lower proportion of employee jobs in the public sector (11%) than the national average (20%).
- South Holland (coastal) has a lower concentration of jobs in single industries (3.7%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

8.15 The settlement hierarchy is shown in figure 8.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

8.16 The District's Adopted Local Plan Policy SG3 sets out the settlement hierarchy with Spalding as the District's principal urban settlement and main location for new development. Area Centres

[19] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[20] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

are then identified as Holbeach, Long Sutton, Sutton Bridge and Crowland and the main village of Donington. They provide for housing, employment and commercial development to support their roles as service centres for surrounding rural areas. Twelve Group Centres are listed including Cowbit, Deeping and Whaplode to act local service centres for the surrounding rural area. Other Rural Settlements should only accommodate a very limited amount of new development.

How can marine planners get involved in the local planning system?

8.17 Marine Planners can get involved in spatial plan making through the consultation on a first draft Core Strategy and inputting into evidence base work, as the Core Strategy is in early stages of development. Key potential policy areas of interest to marine planners might include:

- Potential for development of port related activities at Long Sutton/Sutton Bridge
- Water based recreation and tourism through the Fens Waterways Link project

8.18 The diagram below shows the stage that Core Strategy has reached.

Figure 8.2 Core Strategy process stage

8.19 Saved policies from the adopted Local Plan that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 8.4 Key policies

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Theme Based Policies (economic including tourism, transport)	**EC1** identifies major employment areas including Wingland Enterprise Park, a long term strategic location for employment development in the east of the District; and a site at Long Sutton identified specifically to assist development of the Port through provision of warehousing for goods in and out. In terms of tourism development, **LT3** supports use and development of rights of way for recreation, including the Wash coastline **LT4** supports the Fens Waterways Link for water based recreation and tourism.

South Holland will jointly work with Boston. When arrangements are confirmed, work will proceed on creating a joint LDF

8.20 The South Holland Local Plan (adopted 2006; covers 2006 to 2021) provides the current basis for planning decisions.

8.21 Progress on LDF development has been slowed because South Holland District Council has been exploring the possibility of preparing a Joint LDF with neighbouring Boston Borough Council. However, significant progress on this matter has been made in recent months culminating in the laying before Parliament of an Order which establishes a South East Lincolnshire Joint Strategic Planning Committee for the purpose of preparing a Joint LDF for the areas administered by Boston Borough and South Holland District Councils. This Order comes into force on 5th July 2011. The formal process of creating Development Plan Documents will then commence.

8.22 Issues and options stage is expected during 2011-12, and the Core Strategy expected to be completed by 2014. A site allocations DPD will to follow after the Core Strategy.

8.23 South Holland anticipates that the MMO will to be consulted during the LDF process, but it does not see major marine issues emerging.

There has been some interest in the localism agenda, but this is unlikely to affect marine planning

8.24 The local community in Holbeach has been recently awarded £20,000 to undertake neighbourhood planning. This reflects local interest in the issue. However, there is expected to be little or no impact on marine issues as a result.

Maximising benefits: selected issues and considerations from consultation

8.25 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The main marine activities

8.26 South Holland is an agricultural area bordering the Wash. The landside of the local coast is primarily high quality agricultural land which is seen as a national resource, with no major settlements on the coast. The small town of Sutton Bridge (with a population of around 4000), which is 3-4 miles inland, is the closest settlement of any scale to the sea. Planning documentation seeks to maintain this settlement pattern.

8.27 The main marine activities are limited given this historical and geographical provenance. They are as follows.

- Ports
- Energy and power

Transmission cables from North Sea windfarms may pass through South Holland

8.28 The Local Authority understands that transmission cables from North Sea wind turbine operations are expected to run through The Wash, and will land in South Holland on the east bank of the Nene. Lines will then run underground to an established sub-station in Walpole, just over the Lincolnshire boundary in Norfolk.

8.29 There appear to be two areas around which decisions need to be made with regard to these projects. Neither are of concern to South Holland as an LPA.

- The Wash is a European Marine and RAMSAR Site. The impact of laying cables through the area is a matter to be determined by the Crown Estate and Natural England.

- When they land, the cables will go through primary sea defences. The EA have some concerns about whether this will affect the integrity of the sea defence, and it is up to EA to grant consent.

8.30 There are no actions for the MMO in this respect.

Better use could be made of local port facilities

8.31 Sutton Bridge has a small port facility which deals with bulky goods such as peat and timber. The Local Authority would like to see better use made of this facility. The current Regional Plan makes reference to making better use of these facilities.

8.32 A small number of cargo vessels go through Sutton Bridge down to Wisbech when tides are correct.

Table 8.5 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO could, where possible, take advantages of opportunities to find out more about the aspirations for development of Sutton Bridge port operations so that relevant considerations for marine planning can be taken in to account.
Responsibility	MMO, relevant stakeholders
Timescale	Ongoing

9 KING'S LYNN AND WEST NORFOLK

Introduction

9.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

9.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

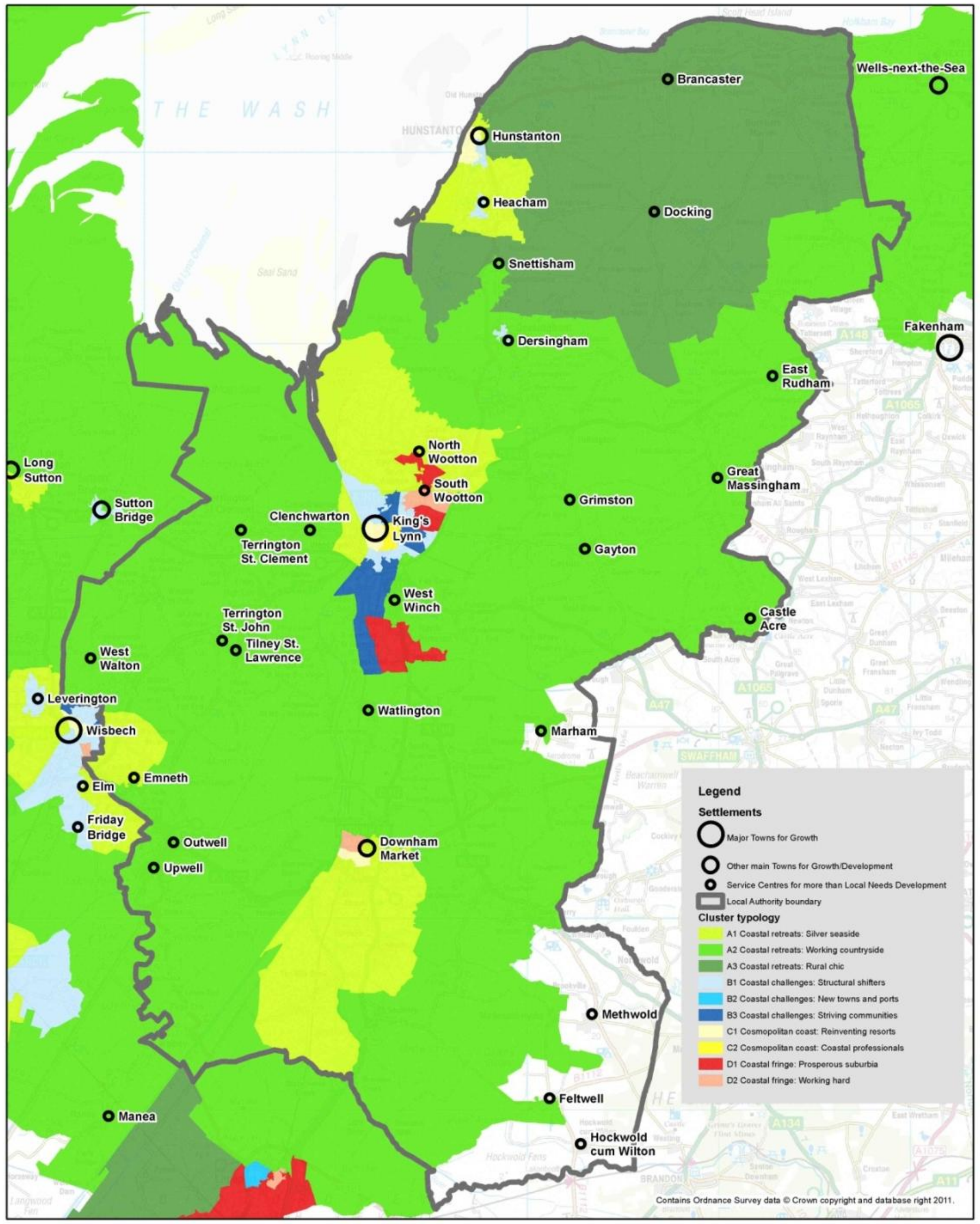
9.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

9.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

9.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 9.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

OCSI

9.6 The following table shows the typology breakdown for LSOAs in coastal Kings Lynn and West Norfolk, the East Marine area and England as a whole.

Table 9.1 LSOAs in coastal Kings Lynn and West Norfolk by typology

	Kings Lynn and West Norfolk (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	12	14.5	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	35	42.2	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	5	6	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	9	10.8	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	6	7.2	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	5	6	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	2	2.4	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	4	4.8	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	5	6	164	12.6	1,615	16.1
Total	83	100	1,300	100	10,057	100

- Kings Lynn and West Norfolk (coastal) contains a mix of typologies. The most common typology group is A2 Coastal retreats: Working countryside, with 35 LSOAs (42% of the LSOAs in coastal Kings Lynn and West Norfolk) in this group. Other predominant typology groups include A1 Coastal retreats: Silver seaside and B1 Coastal challenges: Structural shifters.

9.7 The table below shows the typology make-up of the two largest settlements in coastal Kings Lynn and West Norfolk – King Lynn and Hunstanton/Heacham.

- The predominant typology categories in King Lynn are B1 Coastal challenges: Structural shifters and B3 Coastal challenges: Striving communities, with 21% of LSOAs in each of these two categories.
- The predominant typology category in Hunstanton/Heacham is A1 Coastal retreats: Silver seaside, with 50% of LSOAs in this typology group.

Table 9.2 LSOAs in key settlements in Kings Lynn and West Norfolk by typology

	King Lynn		Hunstanton/Heacham	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	4	14.3	3	50
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	6	21.4	2	33
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	6	21.4	0	0
C1 Cosmopolitan coast: Reinventing resorts	3	10.7	1	17
C2 Cosmopolitan coast: Coastal professionals	2	7.1	0	0
D1 Coastal fringe: Prosperous suburbia	3	10.7	0	0
D2 Coastal fringe: Working hard	4	14.3	0	0
Total	28	100	6	100

Understanding the local area: key reference data

9.8 The table below presents key reference data for the coastal area.

9.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

9.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 9.3 Key Reference Data

	Kings Lynn and West Norfolk (coastal)	Kings Lynn and West Norfolk (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[21]	18.1	18.2	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	6.1	5.9	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	7.8	7.5	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	3.6	3.5	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [22]	52.9	52.0	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	4.7	4.6	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.4	6.2	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£408	£409	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	4.6	4.6	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	376.8	377.4	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	605.3	605.3	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	7.6	7.6	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.6	6.6	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	21.49	21.12	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	14,924	15,181	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	12.0	11.5	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	3.8	4.9	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	21.8	21.6	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

9.11 Headline figures are as follows.

- The proportion of people qualified to degree level in coastal Kings Lynn and West Norfolk (18.1%) is above the average for the East Marine region (15.5%), but below the average across the coast as a whole (19%) and significantly below the national average (23.5%).
- Unemployment levels across coastal Kings Lynn and West Norfolk are slightly below the national average, with 3.6% of working age adults receiving unemployment benefit, compared with 3.9% across England as a whole. However, coastal Kings Lynn and West Norfolk has a higher proportion of people claiming Incapacity Benefit (6.4%) than the national average (5.4%).
- Kings Lynn and West Norfolk (coastal) is outperforming the East Marine Plan area and national comparators in terms of jobs growth, with the proportion of jobs increasing by 7.8% between 2001 and 2008, compared with a 4.6% increase across the region, a 4.8% increase across coastal areas and a 5% increase across England as a whole.

Labour productivity indicators

9.12 Headline figures are as follows.

- The average weekly household income in Coastal Kings Lynn and West Norfolk (£408) is above the East Marine (£389) and coastal (£398) average, but below the average across England (£424).
- The stock of VAT registered businesses in Kings Lynn and West Norfolk (coastal) (605 per 10,000 businesses) is higher than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 7.6% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Coastal Kings Lynn and West Norfolk has a significantly lower proportion of people employed in knowledge industries (4.6%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

9.13 Headline figures are as follows.

- Average deprivation levels in coastal Kings Lynn and West Norfolk are in line with the national average.
- However, coastal Kings Lynn and West Norfolk has a lower proportion of LSOAs ranked among the most deprived 20% in England (12%) than average (20%). By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas in England.

Future risks

9.14 Headline figures are as follows.

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[21] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[22] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Kings Lynn and West Norfolk (coastal) has a slightly higher proportion of employee jobs in the public sector (21.8%) than the national average (20%).
- Kings Lynn and West Norfolk (coastal) has a lower concentration of jobs in single industries (3.8%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

9.15 The settlement hierarchy is shown in figure 9.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

9.16 The settlement strategy identifies Kings Lynn as a subregional centre (to provide for 7000 new dwellings and 3000 new jobs including areas of growth to north and south); Hunstanton and Downham Market as main towns; key rural service centres for limited growth; rural villages for local minor development; smaller villages and hamlets for specific local needs only

How can marine planners get involved in the local planning system?

9.17 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy which has recently gone through its examination in public, as well as in stages of development of the Site Allocations DPD. Key developing policies of interest to marine planners include:

- Development of Kings Lynn as a growth point
- Regeneration of Kings Lynn waterfront for mixed uses
- Development of Hunstanton for year round tourism
- Sustainable development in coastal areas

9.18 The diagram below shows the stage that Core Strategy has reached.

Figure 9.2 Core Strategy

9.19 Policies from the Submission Draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 9.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**CS03** focuses on Kings Lynn, an identified growth point. It includes a target of 3000 new jobs on existing and new employment areas to south and east of Kings Lynn. An Urban Renaissance Strategy includes the waterfront area for mixed housing/employment/education and services; a town centre extension development framework; and Nar-Ouse regeneration area. There is an intention to work with partners on a major new educational enterprise centre. **CS05** - Hunstanton - focuses on ensuring that it develops its position as a successful service hub for the local area, whilst strengthening its role as a tourist destination with year-round activities. Also looks to enable Hunstanton to benefit from growth in Kings Lynn.
Theme Based Policies (economic including tourism, transport)	**CS10** supports development of the local economy to deliver 5000 additional jobs to 2021; including allocation of some 66ha of employment land at least 75% of which should be in Kings Lynn; promotion of the visitor economy (with a specific reference to creating a year round tourism offer for Hunstanton, as well as smaller scale rural tourism opportunities); support for rural economy and diversification; and facilitating access to FE and HE.
Coastal specific	**CS07** development in coastal areas - seeking to balance the sensitive nature of the coast with the need for social and economic change and effects of climate change. Includes resisting new and replacement dwellings; ensuring new development is sustainable and can withstand climate change effects; and promoting visitor access compatible with environmental designations;

The Core Strategy is in place

9.20 In May 2011, the Core Strategy was found sound. The local authority is now working on a Site Specific Allocations document for the borough showing detailed development proposals.

9.21 This is the next point that the MMO would get involved in the process. MMO might want to discuss before the Sept/ Oct 2011 consultation process, or as part of the public consultation which will take place thereafter.

Maximising benefits: selected issues and considerations from consultation

9.22 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The main marine activities

9.23 The main marine activities in the area are as follows.

- Ports and shipping. King's Lynn and West Norfolk has the port of Kings Lynn and is near to Wisbech (which is actually in Fenland). King's Lynn port predominantly deals with non-containerised bulk cargoes such as timber, fertiliser, scrap metal, wheat, and barley.
- Tourism is a significant activity aspect in the borough, which the local authority is trying to promote as a year round activity.
- Fisheries activities
- The area contains waste water treatment works at Heasham, and there are some local concerns about sewage discharge.

Marina proposals exist for the town. The Council believes there is a strong socio-economic case for a positive "enabling" approach

9.24 Proposals for the creation of a marina exist in central King's Lynn. These are part of the wider Nar Ouse Regeneration Area plans. This would provide a staging post for sea-going pleasure craft between South Holland and Lowestoft. Economic benefits are sought for Kings Lynn, both from tourism spending from those staying and visiting boats, and from the environmental externalities and 'place-making' created by the marina which will encourage housing and mixed use development in the area.

9.25 There is not expected to be any impact on port activity as port activity now takes place to the north, in the main port area, although there have been some objections by King's Lynn Conservancy Board (the port and pilotage authority) to the positioning of some pontoons which are the precursor to the marina development.

9.26 The site is in Council and Crown ownership. The marina plans are currently at a halt due to adverse economic conditions.

9.27 Given local socio-economic conditions, the Council believes that there is a strong equity rationale for positive intervention on the part of the MMO to clear any local marine obstacles to this development taking place.

Table 9.5 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO to seek to provide support where appropriate to marina development. This could include steps such as assessing and helping to overcome marine barriers to this development taking place when economic conditions improve. MMO may also wish to review marina plans, concentrating on issues of navigability and port capacity.
Responsibility	MMO, Kings Lynn and West Norfolk
Timescale	Public consultation on Site Specific Allocations document begins in Sept/ Oct 2011. MMO may wish to take part in the public consultation process, or contact the Council direct beforehand.

South quay port facilities are being redeveloped for housing and mixed use

9.28 The South Quay neighbours the marina regeneration area. This site currently houses silos and is used to moor a small number of fishing craft. Some car parking takes place.

9.29 This is a privately led project, with a development proposal being prepared at the moment. Plans involve residential (50 units) and mixed use.

9.30 The loss of the silos appears not to be considered a significant issue locally. The grain trade is now operating from the main port, whereas the ones on the South Quay are redundant.

9.31 In line with the point above, local socio-economic conditions provide a strong equity rationale for positive intervention on the part of the MMO to clear any local marine obstacles to this development taking place.

Table 9.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO to take a proactive approach to marina development by assessing and helping to overcome any marine barriers to this development taking place when economic conditions improve. MMO may wish to review South Quay plans, concentrating on issues of navigability and port capacity
Responsibility	MMO
Timescale	Public consultation on Site Specific Allocations document begins in Sept/ Oct 2011. MMO may wish to take part in the public consultation process, or contact the Council direct beforehand.

King's Lynn main port activity could be expanded further, with potential benefits for local deprived populations

9.32 Current port activity in the area has consolidated at the main port. The port deals predominantly with bulky goods held in silos, dealing with cargos such as timber, fertiliser, grain and scrap metal. The Council wishes to retain activity at the main port, and grow it if possible. The port borders an area of high deprivation, and tends to create jobs accessible to the local population.

9.33 The port has not attracted significant amounts of maintenance activity resulting from offshore wind developments. This has been focused at Wells, which is in the neighbouring local authority of North Norfolk.

9.34 King's Lynn's relatively deprived status means that there is a strong case for positive action to develop local facilities further.

Table 9.7 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to explore opportunities to use facilities at King's Lynn more intensively
Responsibility	MMO, relevant stakeholders
Timescale	Advise 2011/12

Fisheries opportunities might be developed

9.35 Whilst very important to a number of individuals, fisheries cannot be said to be central to the local economy. The catch is predominantly shellfish such as brown shrimp which is frozen locally and goes for export, predominantly to far Eastern markets. There are opportunities for the improvement and provision of quayside and catch handling facilities; improvement of fish stock; and training.

9.36 Under the EU Objective 2 Programme, on the North Norfolk coast there has historically been small amounts of investment on improving these facilities. Much will depend on available funding, but King's Lynn's socio-economic status suggests that there is equity rationale for reinforcing local industries.

Table 9.8 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to explore opportunities to develop shellfish production in King's Lynn
Responsibility	MMO, relevant stakeholders
Timescale	Advise 2011/12

The Hunstanton regeneration masterplan attempts to improve the local economy and environment

9.37 Hunstanton is peripherally located, and suffers from poor transport connections. This makes it difficult to stimulate a broad-based economy, with resulting problems with deprivation. The Hunstanton regeneration masterplan focuses on better quality year-round employment, predominantly in tourism. The poor condition of the promenade results in a lack of attractiveness for the seafront, and represents a sea defence problem. Marine activities form an important part of Hunstanton's tourist offer, with tourist trips to visit local seal populations using ex-Army amphibious vehicles, and a "Lifestyles" watersports festival.

9.38 There may be opportunities for the MMO to reinforce this offer.

Table 9.9 Issues for consideration - selected views from consultation

Consideration based upon interview	Where possible, the MMO could take advantage of opportunities to discuss how it might reinforce tourism opportunities with King's Lynn and West Norfolk Council
Responsibility	MMO/ King's Lynn and West Norfolk Council
Timescale	Advise 2011/12

Coastal defence remains a major local issue – but is outside the immediate MMO remit

9.39 Although outside the immediate scope of the MMO, a major local marine concern is that of the maintenance of sea defences. There is an active stakeholder group from the Wash SMP process (area from Wolfden Creek to Hunstanton) around the maintenance of shingle ridge sea defences which defend the coast. Stakeholders have been contacted through the Pathfinder project which has looked at how private individuals might contribute to sea defences when Govt money not likely to be available. The study has done calculations on what money might be needed and how it could be raised, with options including a council tax supplement, private landowner contributions and a local levy. DEFRA is now evaluating the way forward, and there is some way to go until funding contributions become a reality.

9.40 The EA reviewing how the whole coast is managed from Wolferton Creek to Hunstanton.

Table 9.10 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO to retain a watching brief. No MMO action. This is a DEFRA/EA responsibility.
Responsibility	MMO/ King's Lynn and West Norfolk Council
Timescale	n/a

The MMO can liaise with a number of local stakeholder mechanisms

9.41 A number of bodies exist which allow the MMO the opportunity to participate in local decision making.

- There is an active stakeholder group from the Wash SMP process. About two meetings a year take place (usually at the start of spring and the end of summer).
- The EA reviewing how the whole coast is managed from Wolferton Creek to Hunstanton. Stakeholder group is being set up to manage this project.
- There is a Regeneration and Environment Panel at the council. This is effectively a Members scrutiny panel set up in order to monitor regeneration and environment issues.
- The local authority is involved with the Greater Cambridge LSP, Greater Peterborough LSP and the New Anglia LSP.

10 FENLAND

Introduction

10.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

10.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process. Fenland was not able to participate in the interview process, so no considerations are included here.

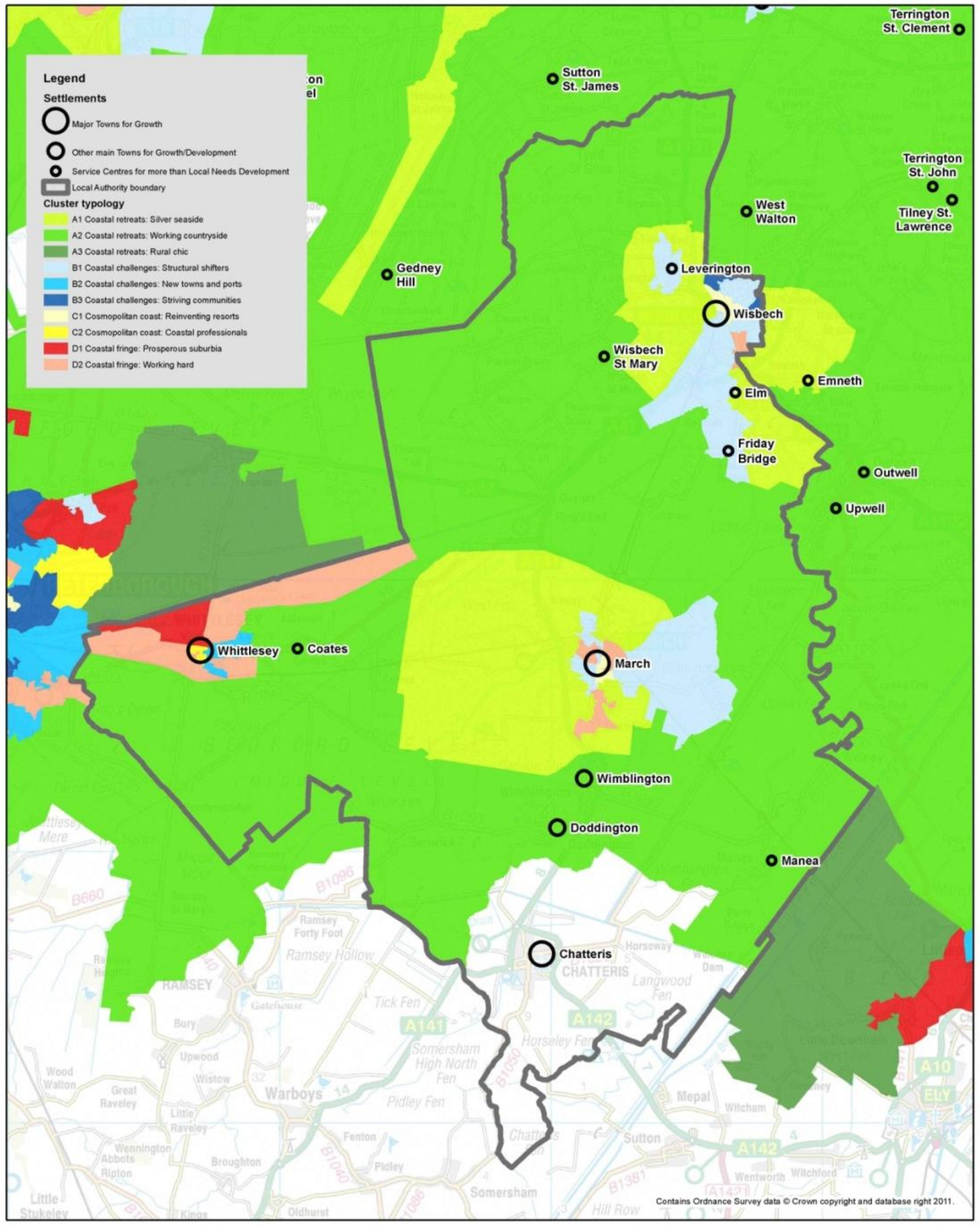
10.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

10.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

10.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 10.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

10.6 The following table shows the typology breakdown for LSOAs in coastal Fenland, the East Marine area and England as a whole.

Table 10.1 LSOAs in coastal Fenland by typology

	Fenland (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	8	16.3	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	12	24.5	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	0	0	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	12	24.5	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	2	4.1	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	2	4.1	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	2	4.1	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	1	2	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	1	2	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	9	18.4	164	12.6	1,615	16.1
Total	49	100	1,300	100	10,057	100

- Coastal Fenland contains a mix of typologies, with LSOAs in all but one of the 10 typology groups.
- The most common typology groups in coastal Fenland are A2 Coastal retreats: Working countryside, and B1 Coastal challenges: Structural shifters with 12 LSOAs in each (comprising half of the LSOAs in coastal Fenland).

10.7 The table below shows the typology make-up of the two largest settlements in coastal Fenland – March and Wisbech.

- The predominant typology categories in March are A1 Coastal retreats: Silver seaside (41% of LSOAs in March), B1 Coastal challenges: Structural shifters (25%) and D2 Coastal fringe: Working hard.
- The predominant typology category in Wisbech is B1 Coastal challenges: Structural shifters, with 50% of LSOAs in this typology group.

Table 10.2 LSOAs in key settlements in coastal Fenland by typology

	March		Wisbech	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	5	41.7	5	27.8
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	3	25	9	50
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	0	0	2	11.1
C1 Cosmopolitan coast: Reinventing resorts	1	8.3	1	5.6
C2 Cosmopolitan coast: Coastal professionals	0	0	0	0
D1 Coastal fringe: Prosperous suburbia	0	0	0	0
D2 Coastal fringe: Working hard	3	25	1	5.6
Total	12	100	18	100

Understanding the local area: key reference data

10.8 The table below presents key reference data for the coastal area.

10.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

10.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 10.3 Key Reference Data

	Fenland (coastal)	Fenland (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[23]	10.7	10.8	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	9.2	9.4	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	4.8	5.1	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.0	3.9	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [24]	56.0	54.2	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.3	5.2	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.5	6.3	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£397	£398	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	5.3	5.7	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	355.4	354.4	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	603.1	603.1	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	8.4	8.4	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.2	6.2	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	22.78	22.22	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	13,595	13,900	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	14.3	13.0	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	4.6	3.8	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	16.6	17.4	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

10.11 Headline figures are as follows.

- Skill levels are low in coastal Fenland, with the proportion of people qualified to degree level (10.7%) well below the average across the East Marine region (15.5%), the coast as a whole (19%) and England (23.5%).
- Unemployment levels across coastal Fenland are similar to the national average, with 4% of working age adults receiving unemployment benefit, compared with 3.9% across England as a whole. However, coastal Fenland has a higher proportion of claiming Incapacity Benefit (6.5%) than the national average (5.4%).
- Recent employment growth in coastal Fenland has been similar to the national average, with the proportion of jobs increasing by 4.8% between 2001 and 2008, compared with a 4.6% increase across the region, a 4.8% increase across coastal areas and a 5% increase across England as a whole.

Labour productivity indicators

10.12 Headline figures are as follows.

- The average weekly household income in coastal Fenland (£397) is slightly above the East Marine average (£389), similar to the coastal average (£398) but below the average across England (£424).
- The stock of VAT registered businesses in Fenland (coastal) (603 per 10,000 businesses) is higher than the East Marine Plan area (518), and national average (546).
- Business start-up rates are lower than average, with new start-ups representing 8.4% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Fenland (coastal) has a lower proportion of people employed in knowledge industries (5.3%) than the coastal (9%) and national (11%) averages.
- Pupil attainment levels are low in coastal Fenland compared with the region, coastal and national averages.

Social and economic outcomes

10.13 Headline figures are as follows.

- Average deprivation levels in coastal Fenland are slightly above the national average.
- However, coastal Fenland has a lower proportion of LSOAs ranked among the most deprived 20% in England (14%) than average (20%). By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

10.14 Headline figures are as follows.

- Fenland (coastal) has a lower proportion of employee jobs in the public sector (16.6%) than the national average (20%).

[23] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[24] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Fenland (coastal) has a slightly higher concentration of jobs in single industries (4.6%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

10.15 The settlement hierarchy is shown in figure 10.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

10.16 There are five tiers in the settlement hierarchy: market towns identified as Chatteris, March, Whittlesey and Wisbech; Key Service Centres identified as Doddington, Wimblington; Limited Service Centres set out as Coates, Elm, Friday Bridge, Leverington, Manea, Wisbech St Mary; Smaller Villages where 12 are listed; and Open Countryside which is all other areas.

How can marine planners get involved in the local planning system?

10.17 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Core Strategy which is imminently expected. A Preferred options Core Strategy was published for consultation in 2007. However in March 2011 a new approach to the Core Strategy was agreed, to develop a Core Strategy more in line with neighbourhood planning concepts. A draft Core Strategy was indicated as becoming available in June 2011. Key developing policies of interest to marine planners from the preferred options Core Strategy include:

- Potential for development of Wisbech port
- Support for tourism development

10.18 The diagram below shows the stage that Core Strategy has reached.

Figure 10.2 Core Strategy

10.19 Policies from the draft Core Strategy and accompanying documents that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 10.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities Fenland
Area Based Policies	**Policy GP3** states that the plan will support proposals for the development of industrial and business uses within the Wisbech Port Area providing the development is related to Port Activities.
Theme Based Policies (economic including tourism, transport)	**Policy GP6** Tourist Attractions - Policies in the plan will support new tourist facilities / visitor attractions in, or close to, urban areas and rural villages. New facilities proposed in the countryside will be supported providing the proposed facilities involve the re-use, or replacement of an existing farm building.

11 NORTH NORFOLK

Introduction

11.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

11.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process. North Norfolk was not able to participate in the interview process, so no considerations are included here.

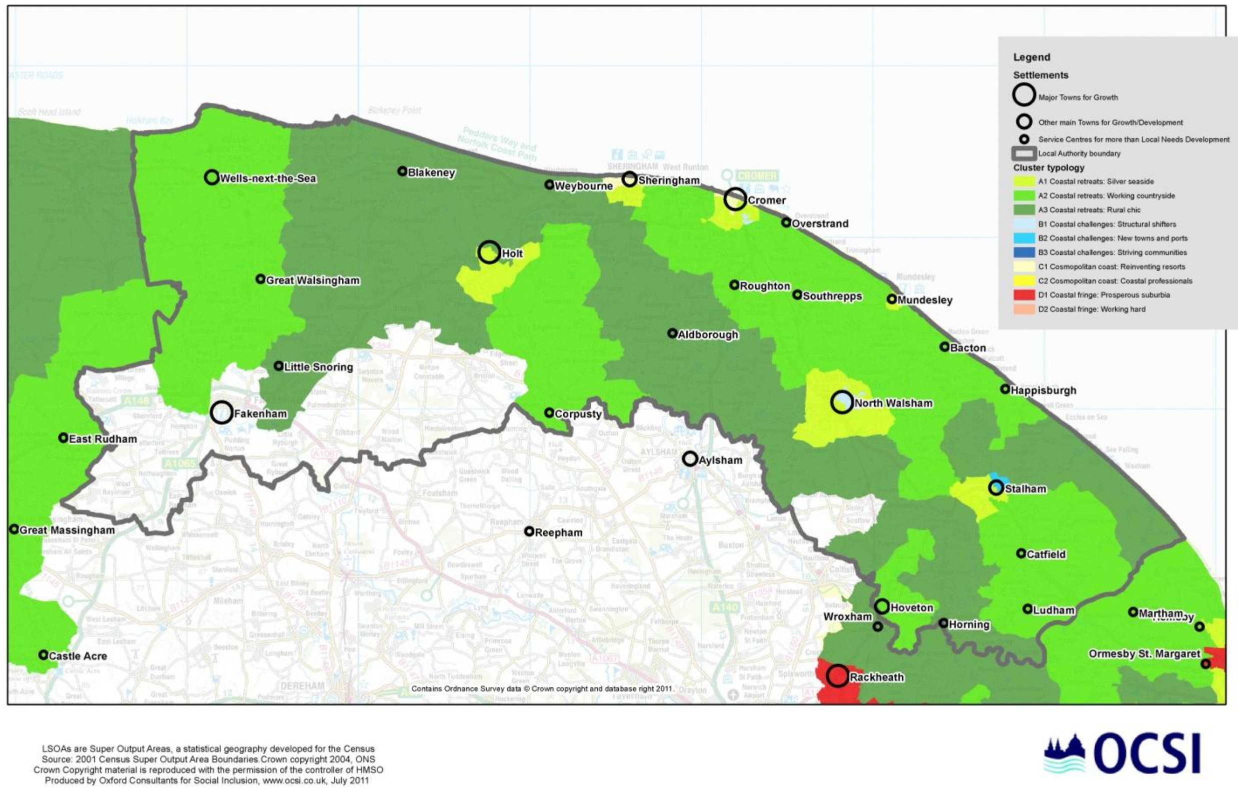
11.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

11.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

11.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 11.1 Typologies Map



11.6 The following table shows the typology breakdown for LSOAs in coastal North Norfolk, the East Marine area and England as a whole.

Table 11.1 LSOAs in coastal North Norfolk by typology

	North Norfolk (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	15	28.8	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	17	32.7	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	12	23.1	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	4	7.7	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	1	1.9	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	0	0	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	3	5.8	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	0	0	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	0	0	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	0	0	164	12.6	1,615	16.1
Total	52	100	1,300	100	10,057	100

- The majority of LSOAs in North Norfolk (coastal) are in the ‘Coastal Retreat’ typology groups.
- The most common typology group in coastal North Norfolk is A2 Coastal retreats: Working countryside, with 17 LSOAs in this group (one-third of all LSOAs in coastal North Norfolk).

11.7 The table below shows the typology make-up of the two largest settlements in coastal North Norfolk – Cromer and Sheringham.

- In both settlements the predominant typology category is A1 Coastal retreats: Silver seaside, with 75% of LSOAs in Sheringham and 50% in Cromer classified as 'Silver Seaside'.

Table 11.2 LSOAs in key settlements in coastal North Norfolk by typology

	Cromer		Sheringham	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	3	50	3	75
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	1	17	0	0
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	0	0	0	0
C1 Cosmopolitan coast: Reinventing resorts	2	33	1	25
C2 Cosmopolitan coast: Coastal professionals	0	0	0	0
D1 Coastal fringe: Prosperous suburbia	0	0	0	0
D2 Coastal fringe: Working hard	0	0	0	0
Total	6	100	4	100

Understanding the local area: key reference data

11.8 The table below presents key reference data for the coastal area.

11.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

11.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 11.3 Key Reference Data

	North Norfolk (coastal)	North Norfolk (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[25]	23.3	22.7	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	2.9	2.7	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	1.8	2.7	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	3.5	3.4	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [26]	65.6	62.9	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	4.2	4.1	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.4	6.1	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£409	£409	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	5.2	5.2	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	364.9	374.2	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	726.5	726.5	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	6.4	6.4	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	5.6	5.6	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	19.59	19.36	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	14,935	15,121.5	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	1.9	1.6	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	1.4	7.9	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	18.4	18.9	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

11.11 Headline figures are as follows.

- Skill levels are relatively high in coastal North Norfolk, with the proportion of people qualified to degree level (23.3%) above the average across the East Marine region (15.5%) and the coast as a whole (19%), and similar to the England average (23.5%).
- Unemployment levels across coastal North Norfolk are below the national average, with 3.5% of working age adults receiving unemployment benefit, compared with 3.9% across England as a whole. However, coastal North Norfolk has a higher proportion of claiming Incapacity Benefit (6.4%) than the national average (5.4%).

[25] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[26] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Recent employment growth in coastal North Norfolk has been slow, with the proportion of jobs increasing by 1.8% between 2001 and 2008, compared with a 4.6% increase across the region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

11.12 Headline figures are as follows.

- The average weekly household income in North Norfolk (coastal) (£409) is above the East Marine (£389) and the Coastal (£398) average but below the average across England (£424).
- The stock of VAT registered businesses in North Norfolk (coastal) (727 per 10,000 businesses) is well above than the East Marine Plan area (518) and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 6.4% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Coastal North Norfolk has a lower proportion of people employed in knowledge industries (5.2%) than the coastal (9%) and national (11%) averages.
- Pupil attainment levels are also low in North Norfolk compared with the region, coastal and national averages.

Social and economic outcomes

11.13 Headline figures are as follows.

- Average deprivation levels in coastal North Norfolk are similar to the national average.
- However, coastal North Norfolk has a much lower proportion of LSOAs ranked among the most deprived 20% in England (1.9%) than average (20%). By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

11.14 Headline figures are as follows.

- North Norfolk (coastal) has a lower proportion of employee jobs in the public sector (18.4%) than the national average (20%).
- Coastal North Norfolk also has a lower concentration of jobs in single industries (1.4%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

11.15 The settlement hierarchy is shown in figure 11. above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

11.16 Cromer, Holt, Fakenham and North Walsham are defined as Principal Settlements in the draft Core Strategy where the majority of new commercial and residential development will take place for approximately 75% of new employment land and 50% of new homes. Hoveton, Sheringham, Stalham and Wells-next-the-Sea are defined as Secondary Settlements in which a more limited amount of additional development will be accommodated (approximately 25% of employment land allocations and 20% of new homes). A small amount of new development will be focused on a number of designated Service Villages (10 listed) and Coastal Service Villages (6 listed) to support rural sustainability. Development in these Coastal Service Villages will support local coastal communities in the face of coastal erosion and flood risk.

How can marine planners get involved in the local planning system?

11.17 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy and Site Allocations DPD. Key policies of interest to marine planners include:

- Development of the tourism sector, to help diversify its offer and extend the season
- Issues of coastal erosion in relation to managing development
- Allocation of land for further employment generating development in principal and secondary settlements

11.18 The diagram below shows the stage that Core Strategy has reached.

Figure 11.2 Core Strategy

11.19 Policies from the draft Core Strategy and accompanying documents that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 11.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**SS7**: focuses on Cromer where between 1,000 and 1,150 dwellings are to be built.
Theme Based Policies (economic including tourism, transport)	**SS5**: provides for at least 4,000 additional jobs through policies focussed on tourism, retail and the rural economy. A range of sites will be made available in accordance with the settlement hierarchy. **SS7**: Cromer where approximately 20 hectares of land will be protected for employment generating development. **SS12** Sheringham where 6 ha of employment generating land is proposed, together with a public realm designation, important to the town's attractiveness to residents and visitors **SS14** Wells by the Sea – where 3 ha is allocated for employment development and supporting text notes opportunities for workshops for uses including fishing and marine related.
Coastal specific	**EN1**: Norfolk Coast AONB and The Broads - the impact of development proposals and their cumulative effect on the Coast AONB and The Broads will be carefully assessed. **EN3**: Undeveloped Coast - only development that can be demonstrated to require a coastal location and will not be significantly detrimental to the open coastal character will be permitted. **EN11**: Coastal Erosion - in the Coastal Erosion Constraint Area new development or intensification of existing development or land uses will not be permitted.

Maximising benefits: selected issues and considerations

Maintaining the Cromer crab fishery

11.20 The County has noted that the need to maintain the Cromer crab fisheries is important. It contributes to both economic activity directly and also supports the tourism appeal of Cromer.

11.21 The MMO needs to note the inter-relationship between fishing and tourism in marine planning as it is important for maintaining sustainable coastal communities.

12 THE BROADS

Introduction

12.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

12.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

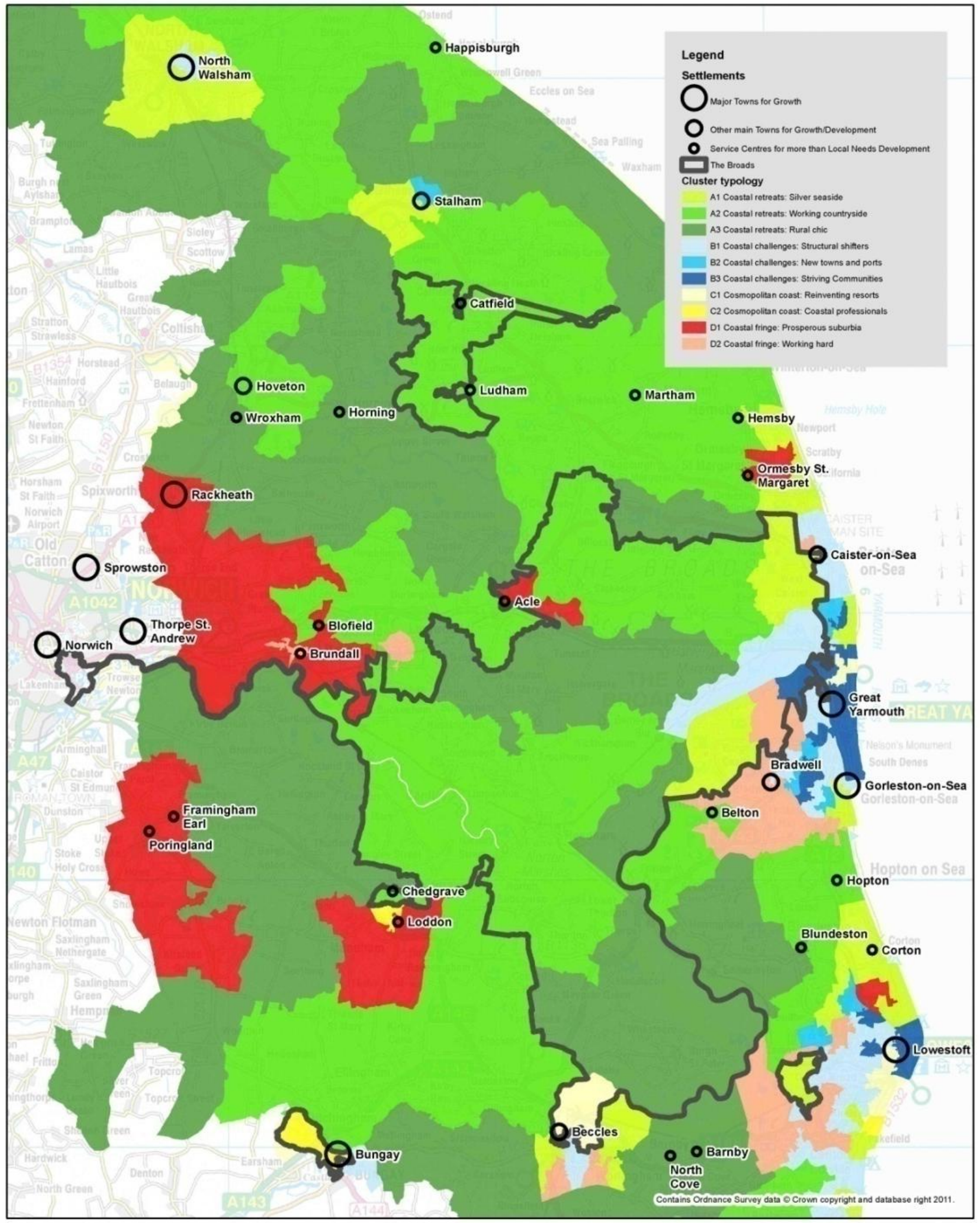
12.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail. .

Understanding the local area: typologies

12.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

12.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 12.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

OCSI

12.6 The following table shows the typology breakdown for LSOAs in the Broads, the East Marine area and England as a whole.

Table 12.1 LSOAs in The Broads by typology

	The Broads		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	4	22.2	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	6	33.3	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	2	11.1	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	1	5.6	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0.0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	1	5.6	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	1	5.6	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	1	5.6	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	1	5.6	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	1	5.6	164	12.6	1,615	16.1
Total	36	100	1,300	100	10,057	100

- The Broads contains a mix of typologies.
- The most common typology group in the Broads is A2 Coastal retreats: Working countryside, with 6 LSOAs (33% of the LSOAs in The Broads) in this group. The second most common typology group is A1 Coastal retreats: Silver seaside (22.2% of LSOAs).

Understanding the local area: key reference data

12.7 The table below presents key reference data for the coastal area.

12.8 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

12.9 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 12.2 Key Reference Data

	The Broads	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[27]	15.2	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	5.0	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	5.1	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	3.5	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [28]	63.7	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	3.7	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	5.8	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£424	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	7.9	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	396.8	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	536.0	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	6.3	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	7.7	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	19.25	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	16,242	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	5.6	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	1.5	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	21.4	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

12.10 Headline figures are as follows.

- The proportion of people qualified to degree level in the Broads (15.2%) is below the average across the England coast (19%) and significantly below the national average (23.5%).
- Unemployment levels across the Broads is below the national average, with 3.5% of working age adults receiving unemployment benefit, compared with 3.9% across England as a whole. However, the Broads has a slightly higher proportion of claiming Incapacity Benefit (5.8%) than the national average (5.4%).

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[27] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[28] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Recent employment growth has been similar across the Broads and England as a whole, with a 5% increase in the number of jobs between 2001 and 2008.

Labour productivity indicators

12.11 Headline figures are as follows.

- The average weekly household income in the Broads (£424) is above the East Marine (£389) and coastal (£398) averages, and similar to the national average (£424).
- The stock of VAT registered businesses in the Broads (536 per 10,000 businesses) is higher than the East Marine Plan area (518) average, but lower than the national average (546).
- Business start-up rates are lower than average, with new start-ups representing 6.3% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. VAT de-registration levels are similar to national averages, and just above the average for the coast as a whole.
- The Broads has a lower proportion of people employed in knowledge industries (7.9%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

12.12 Headline figures are as follows.

- The Broads has a lower proportion of LSOAs ranked among the most deprived 20% in England (5.6%) than average (20%). By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

12.13 Headline figures are as follows.

- The Broads has a slightly higher proportion of employee jobs in the public sector (21.4%) than the national average (20%).
- The Broads has a lower concentration of jobs in single industries (1.5%) than the coastal (3.5%) and national (4.4%) averages.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

12.14 The settlement hierarchy is shown in figure 12.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

12.15 The Broads Authority Core Strategy does not set out a settlement hierarchy as such as the Authority does not have a strategic housing function. Instead it applies the policies of its district councils in this regard. However strategic policy 8 does set out an overall intention to '*further the economic and social well being of communities within the Broads by promoting sustainable forms of economic and community development which support the conservation, enhancement and enjoyment of the natural beauty, wildlife, cultural heritage and, in particular, the waterways of the area*'.

How can marine planners get involved in the local planning system?

12.16 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy. Key developing policies of interest to marine planners include:

- Developing the tourism base including better links into established holiday resorts
- Supporting the rural economy including skills strengthening in marine and tourism industries

12.17 The diagram below shows the stage that Core Strategy has reached.

Figure 12.2 Core Strategy process stage

12.18 Policies from the adopted Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 12.3 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Theme Based Policies (economic including tourism, transport)	**CS1** sets out an overall policy that development and changes in land use / management must ensure that all aspects of the environmental and cultural assets of the Broads" distinctive landscape are protected, enhanced and restored. **CS9** is focused on tourism supporting development of the tourism base. This includes protecting waterside sites to contribute to the local economy; and recognising the need to diversify within the tourism economy. Opportunities are identified to make better links between the many visitor attractions, including the North Norfolk Coast Area of Outstanding Natural Beauty (AONB) and the established holiday resorts at Great Yarmouth and Lowestoft. **CS22** is focused on economy, supporting the local and rural economy including through strengthening a skilled workforce in the marine and tourism industries and in specialist craft skills on which the distinctive character of the Broads relies; and supporting and promoting employment in nature conservation. **CS23** proposes to maintain a network of waterside sites throughout the Broads system in employment use
Coastal specific	No coastal specific policies. The Broads Authority has a 2.7km coastal strip at Winterton, also part of the North Norfolk AONB

The Broads Authority Core Strategy was adopted in 2007

12.19 The Broads Authority Core Strategy was adopted in 2007. Development Management policies are going to be examined at public enquiry in July 2011.

12.20 The Broads Authority has not published AAPs, and does not expect to.

12.21 The Broads Authority has started work on a Sites Specific Policy.

The MMO's pre-application involvement is sought for the Authority's Site Specific Policy in January 2012

12.22 The MMO is unlikely to have a great deal of interest in the Broads Authority's Development Management Policies which are going to enquiry in July 2011.

12.23 The Sites Specific Policy will be consulted on in January 2012. This policy will not involve actual site allocations, because the National Park has no housing or jobs requirements to fulfil. This policy will discuss specific aspirations for the Deal site, the Utilities site, and other points around the Broads. MMO involvement in the Site Specific Policy is sought. Pre-application discussions would be wise to avoid problems emerging later.

Table 12.4 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO liaison with the Broads Authority on the Site Specific Policy
Responsibility	MMO, Broads Authority
Timescale	Prior to January 2012

12.24 MMO will be involved in future reviews of the Core Strategy as a consultee to the LDF process.

Maximising benefits: selected issues and considerations from consultation

12.25 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The main marine activities in the area

12.26 The main marine activities in the area are as follows:

- Tourism, particularly including boating activities and supporting infrastructure.
- Fisheries and associated dredging activities to promote fish health. The Broads Authority has European PRISMA funding looking at innovative ways of disposing of dredging waste using Gabion baskets.
- Surface water management

12.27 Norwich is technically a port, and so are the Broads, but cargoes and resultant economic impacts are negligible.

Two major regeneration sites have potential marine implications

12.28 The Deal Ground and Utilities sites are 30 hectares of brownfield land which is largely vacant, situated in a gateway location on the eastern edge of Norwich. Some of the problems of redeveloping the site are contamination, access limitations and the risk of flooding.

- An application for development at the Deal Ground in Norwich has been received, and is being dealt with by the City. The application sees 400 housing units being created, and includes bridges over the River Wensum on the Eastern edge of Norwich. Moorings for pleasure craft will also be provided as part of a marina/basin component (which is needed for flood alleviation).
- Proposals for the Utilities sites are at an early stage. The sites are at either side of the Wensum. Current proposals see the provision of education facilities around a woodchip burning power station. Woodchip would arrive on site on barges along the River Yare, having been transferred from seagoing ship at Great Yarmouth. New basins, marinas and bridges would be provided as part of the plans, with associated leisure uses.

12.29 The National Park wishes to see these sites delivered, with a particular interest (given the Authority's National Park purposes of promoting opportunities for the enjoyment of the Broads) in ensuring that the leisure moorings are delivered. They are also an important urban regeneration opportunity for the city, so a positive approach would be needed.

12.30 Similarly, Norwich City Council is keen to ensure that these sites come forward, given importance in the regeneration of the wider area.

Table 12.5 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO input on bridge, moorings and marina may be required for the Deal Site and Utilities Sites. A positive approach is sought from the MMO given local stakeholder support. The Broads Authority suggests that the MMO could be involved in pre-application discussions to avoid later problems. The Broads Authority and Norwich City Council will be looking for support through the planning process given that these sites will deliver National Park objectives (access to leisure) and Norwich City objectives (regeneration, housing delivery).
Responsibility	MMO, Broads Authority, Norwich City Council
Timescale	ongoing

Flood defence projects are already underway

12.31 Significant flood defence projects in the Broads offering flood defence to various communities are currently running with the EA, and are around 10 years into a 20 year programme. The great majority of planning consents in place, but moving into delivery phase. No specific MMO actions are required, although the MMO is likely to want to be aware of activity.

Coastal erosion issues exist

12.32 There are coastal erosion issues at Somerton, Winterton, and Horsey. These are not fully within the remit of the MMO, but the Authority wishes to ensure that the MMO is aware of local issues and concerns.

Cross cutting issues

A wide range of stakeholders could be reached through the Broads Forum

12.33 The Broads Forum meets four to six times a year. Stakeholders meet to scrutinise the work done by the Authority. Representation includes conservation bodies such as the RSPB, the Norfolk and Suffolk Boating association, the hire boat federation, tourism bodies, the Local Access Forum, community and parish council representatives, angling and fishing interests, canoe groups, the EA, Natural England, the Great Yarmouth Port Authority, farmers and landowners.

12.34 If MMO wanted to liaise locally, then Broads Forum would be good way of reaching a wide range of local interests. Alternatively, if the MMO was focusing on navigation issues, then working through the Broads Authority planners would allow the MMO to also take advantage of their links to the Navigation Committee.

Table 12.6 Issues for consideration - selected views from consultation

Consideration based upon interview	Any local liaison could be run through the Broads Forum
Responsibility	MMO
Timescale	Prior to January 2012

13 GREAT YARMOUTH

Introduction

13.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

13.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

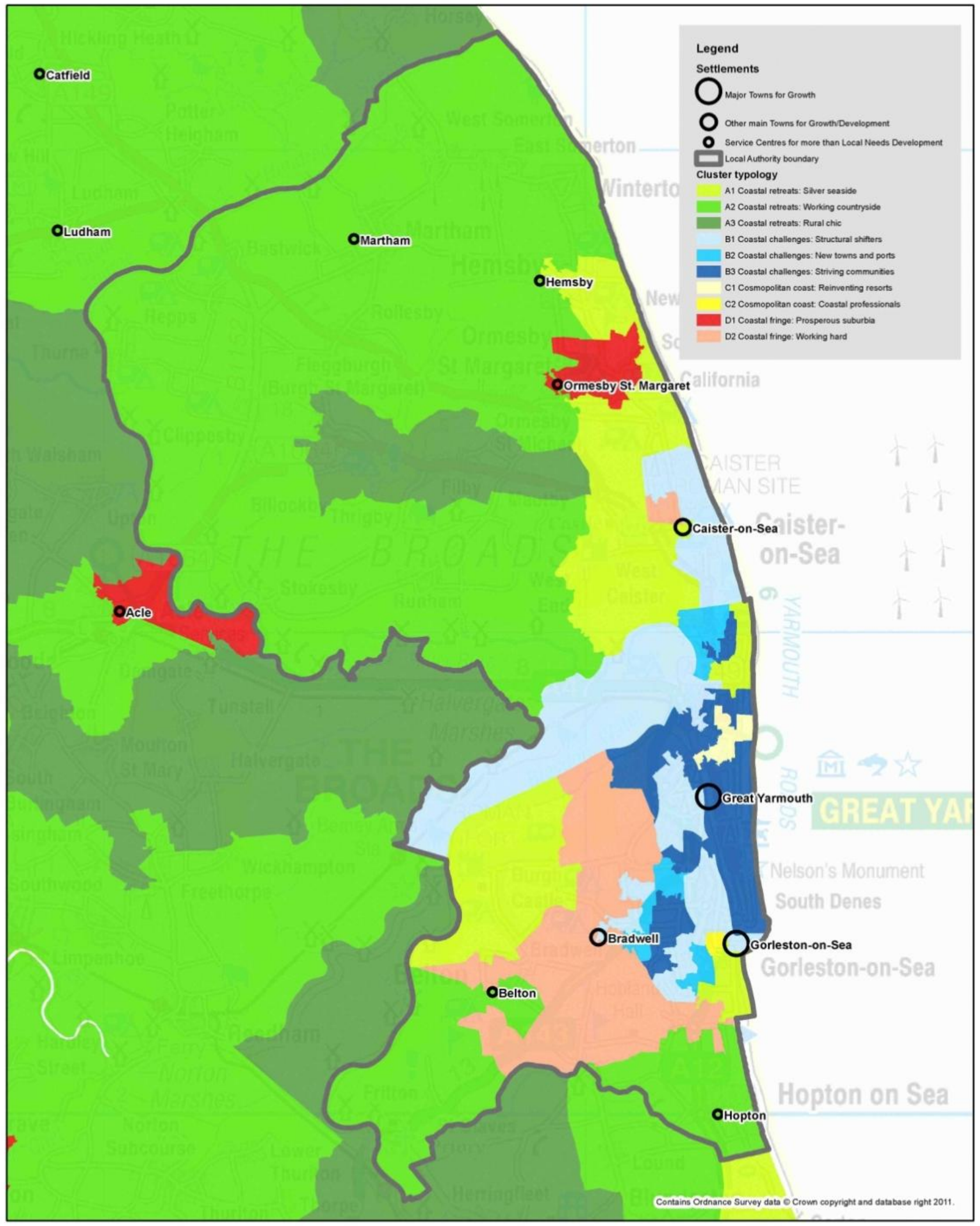
13.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

13.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

13.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 13.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
Crown Copyright material is reproduced with the permission of the controller of HMSO
Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

OCSI

13.6 The following table shows the typology breakdown for LSOAs in Great Yarmouth, the East Marine area and England as a whole.

Table 13.1 LSOAs in Great Yarmouth by typology

	Great Yarmouth		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	6	9.8	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	9	14.8	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	1	1.6	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	16	26.2	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	4	6.6	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	13	21.3	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	2	3.3	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	1	1.6	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	1	1.6	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	8	13.1	164	12.6	1,615	16.1
Total	61	100	1,300	100	10,057	100

- Great Yarmouth contains a mix of typologies, with LSOAs in each of the 10 typology groups.
- The most common typology group in Great Yarmouth is B1 Coastal challenges: Structural shifters, with 16 LSOAs (26.2% of the LSOAs in Great Yarmouth) in this group. The second most common group is B3 Coastal challenges: Striving communities (21% of LSOAs).

13.7 The table below shows the typology make-up of Great Yarmouth town.

- The most common typology group is B1 Coastal challenges: Structural shifters accounting for 36% of LSOAs Great Yarmouth town. Great Yarmouth also has a high proportion of LSOAs classified as B3 Coastal challenges: Striving communities (29%).

Table 13.2 LSOAs in Great Yarmouth town by typology

	Great Yarmouth (town)	
	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	3	6.7
A2 Coastal retreats: Working countryside	0	0
A3 Coastal retreats: Rural chic	0	0
B1 Coastal challenges: Structural shifters	16	35.6
B2 Coastal challenges: New towns and ports	4	8.9
B3 Coastal challenges: Striving communities	13	28.9
C1 Cosmopolitan coast: Reinventing resorts	2	4.4
C2 Cosmopolitan coast: Coastal professionals	1	2.2
D1 Coastal fringe: Prosperous suburbia	0	0
D2 Coastal fringe: Working hard	6	13.3
Total	45	100

Understanding the local area: key reference data

13.8 The table below presents key reference data for the coastal area.

13.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

13.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 13.3 Key Reference Data

	Great Yarmouth	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[29]	8.3	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	5.7	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	2.8	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	6.3	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [30]	80.5	60.9	53.0	48.0	50.0
Income Support claimants (2010) (%)	6.0	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	7.6	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£378	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	8.8	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	388.2	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	445.3	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	8.1	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.2	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	27.55	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	12,210	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	26.2	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	12.7	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	23.8	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

13.11 Headline figures are as follows.

[29] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[30] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Skill levels are low in Great Yarmouth, with the proportion of people qualified to degree level (8.3%) significantly below the average across the East Marine region (15.5), the coast as a whole (19%) and England (23.5%).
- Employment growth in Great Yarmouth is also slower than average, with the number of jobs increasing by 2.8% between 2001 and 2008, compared with 5.6% growth across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.
- Worklessness levels are high; the proportion of people claiming Jobseekers Allowance 6.3%), Income Support (7.4%) and Incapacity Benefit (7.1%) claimant rates are well above the levels for England as a whole (3.9%, 4.9% and 5.4% respectively).

Labour productivity indicators

13.12 Headline figures are as follows.

- The average weekly household income in Great Yarmouth (£378) is below the East Marine (£389) and coastal (£398) and national (£424) average.
- The stock of VAT registered businesses in Great Yarmouth (445 per 10,000 businesses) is lower than the East Marine Plan area (518), coastal (489) and national average (546).
- Business start-up rates are also lower than the national average, with new registrations representing 8.1% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Great Yarmouth has a lower proportion of people employed in knowledge industries (8.8%) than the coastal and national average (11%), though above the average across the East Marine region and similar to the average across coastal areas as a whole (9%).
- Pupil attainment levels are lower than the East Marine Plan area, coastal and national average.

Social and economic outcomes

13.13 Headline figures are as follows.

- Deprivation levels are above average in Great Yarmouth, and 26% of LSOAs are ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

13.14 Headline figures are as follows.

- Great Yarmouth has a higher proportion of employee jobs in the public sector (24%) than the national average (20%). These jobs are vulnerable to cuts in public sector employment.
- Great Yarmouth also has a higher concentration of business in single industries (13%) than the national average (4%) with associated impact of industry failure.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

13.15 The settlement hierarchy is shown in figure 13.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

13.16 The settlement hierarchy identifies the main towns as Great Yarmouth and Gorleston (to take 60-70% Borough housing growth to 2025 and 80-90% employment/cultural development). Key Service Centres are identified as Bradwell and Caister-on-Sea (to take 15-25% housing growth and 5-10% employment growth). Larger Villages are then identified (Belton, Hemsby, Hopton-on-Sea, Martham & Ormesby St Margaret, followed by smaller villages for small scale local needs development. Some settlements are partly or completely in the Broads Authority Area

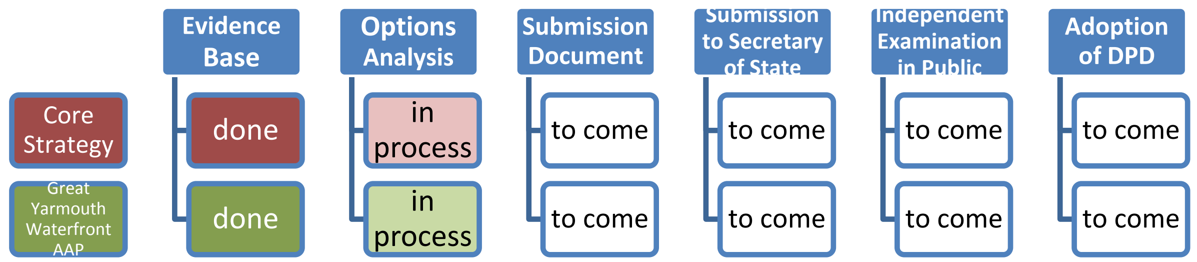
How can marine planners get involved in the local planning system?

13.17 Marine Planners can get involved in spatial plan making through the next formal consultation points on the Core Strategy and the Great Yarmouth Waterfront Area Action Plan. Key developing policies of interest to marine planners include:

- Regeneration proposals for Great Yarmouth and Gorlestons' waterfronts
- Port related proposals for the Outer harbour and river port
- Protection of existing tourism uses and their development
- Specific area related policies for waterfront locations in Great Yarmouth

13.18 The diagram below shows the stage that Core Strategy has reached.

Figure 13.2 Core Strategy



13.19 Policies from the draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 13.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**CS4** concerns regeneration and renaissance where regeneration will be concentrated on the previously developed land and waterfront areas within Great Yarmouth and Gorleston, supported by an AAP. Objectives include: a. to make provision for approximately 2000 dwellings and in the region of 20,000 square metres of retail and associated leisure uses. h. improve the character and identity of Great Yarmouth and Gorleston's river frontages.
Theme Based Policies (economic including tourism, transport)	**S8** on meeting employment needs sets out that 5000 jobs are to be created by 2021. Approximately 95% of the B2 (General Industry) requirement to be located in the waterfront redevelopment areas of South Denes and Runham Vauxhall Approximately 95% of the B1 (Business) requirement located on existing committed unconstrained allocated greenfield land at Beacon Business Park, Gorleston and through newly allocated land in the waterfront redevelopment areas of North Quay, Southtown, South Denes and Runham Vauxhall. Port related development proposals associated with the Outer Harbour and the existing river port will generally be supported. Cargo handling and port reliant activities will be encouraged as a priority for this area. **CS16** on use and protection of natural resources includes promoting the greater use of renewable energy sources which supports energy generation from biomass, marine, waste, solar and wind sources, where available and acceptable in terms of impact on quality of life, amenity and viability. **CS9** on tourism and culture sets out that existing tourism uses are to be protected and both Prime and Secondary Holiday Accommodation Areas to be consolidated. The main tourist attractions on the Golden Mile (the seafront between Euston Road and the Pleasure Beach) and the Great Yarmouth Racecourse will be protected. The importance of Gorleston in providing a more salubrious tourism and visitor offer is recognised. Support is given for habitat based tourism. **CS12** on accessibility includes a proposed third crossing of River Yare to increase accessibility to employment sites; together with new pedestrian bridge over Yare; supporting modern port and both passenger and freight intermodal interchange facilities; and improvements to cycle and pedestrian routes for leisure, recreation and access to services and employment.
Coastal specific	**CS11** on flood risk and coastal protection states that proposals should avoid areas at risk of coastal erosion as identified in the Kelling to Lowestoft Shoreline Management Plan Review (2006). It also states 'Land will not be allocated for highly vulnerable and more vulnerable uses (including houses) in areas at high risk of flooding. The only exception is within the Urban Regeneration Company (URC) Area when the development contributes to the objectives in Policy CS4 and the URC Area Action Plan, and that certain criteria can be met'

13.20 The draft Great Yarmouth Waterfront Area Action Plan policies of interest include the following.

Table 13.5 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Scale of development proposed	Sets 12 Objectives including to provide 1000 homes and to create a active waterfront and supporting economic regeneration
Key employment policies	**GYW3** on Business Activities concerns redevelopment aiming to create 900 jobs through provision of 6,200sqm at North Quay, 7,000sqm within Ice House Quay, 1,400sqm (start ups/workshops) within Bure Harbour Quay and 1,800sqm within the Conge - predominantly B1 and B2 development (office and light industry). **GYW5** on Tourism and Leisure sets out to enhance and diversify the tourist offer including a hotel at North Quay as part of a mixed use scheme, and water related tourism.
Regeneration/change sites	**SSDG1** Bure Harbour Quay - 100 residential units and 1400 sqm of startup /workshop units. **SSDG2** Ice House Quay - 450 residential units, 7,000sqm of business floorspace and 6,500sqm or retail and leisure floorspace. SSDG3 North Quay - 370 residential units, 4,100sqm of retail and leisure and 6,200sqm of business + hotel. **SSDG4** The Conge - 100 residential units and 3,000sqm of business floorspace.

Maximising benefits: selected issues and considerations from consultation

13.21 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

Great Yarmouth outer harbour is included in an Enterprise Zone bid

13.22 An Enterprise Zone bid is being developed jointly for Great Yarmouth and Lowestoft by the New Anglia LEP. (This is an Enterprise Zone bid for the second round of Enterprise Zones announced in the Government's March Budget). If successful this could help develop the outer harbour port related use, with a focus on support for offshore renewable energy activities.

Table 13.6 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO should be open to discussion with the Enterprise Zone leads in Norfolk County Council and Great Yarmouth Borough Council regarding discussion of marine-related plans and / or developments.
Responsibility	MMO, LEP(s), Norfolk County Council, Yarmouth Borough Council
Timescale	Short term. Enterprise Zone bids are currently being submitted and are expected to be determined in the summer 2011.

The Norfolk Development Company is taking forward developments on local authority land in Great Yarmouth

13.23 Norfolk County Council and Great Yarmouth Borough Council have jointly established a new company, Norfolk Development Company, to take forward developments on local authority land in Great Yarmouth, following the demise of First East URC.

13.24 Note however that proposals for a third river crossing in Great Yarmouth, which had been developed and costed, are currently in abeyance due to lack of funding but would benefit the harbour if carried through.

13.25 There are no specific actions required of the MMO here.

Maintaining Great Yarmouth's tourism role

13.26 Great Yarmouth is an important tourism destination and there is a need to ensure that this role is reinforced through marine planning where possible. Key areas to support its tourism role include maintaining water quality and beaches, both of which could be relevant in the marine planning context.

13.27 Maintaining water quality links to a particular concern around waste water management, generated by some combined sewers in Great Yarmouth which surcharge into the river/sea in abnormal rainy conditions.

13.28 There are no specific actions required of the MMO here.

Ports and Shipping

13.29 The outer harbour is able to take most sizes of vessels and a new aggregates berth has been created. Great Yarmouth port itself is in the River Yare. More expansion may be proposed in the outer harbour which would come within the Outer Harbour Act and so would be port permitted development.

Table 13.7 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO should be aware of the proposed development proposals and seek, where possible, to undertake preparatory measures such as checking what licences might apply (in relation to the Outer Harbour Act), should development be proposed for the Outer Harbour
Responsibility	MMO
Timescale	Ongoing

Onshore impacts from cables and pylons

13.30 There could be issues around where cables come onshore, given environmental sensitivities behind the coast and the possible need to enhance capacity of existing cabling/substations if used.

13.31 This raises a wider issue of how marine planning and terrestrial planning work together to liaise on issues raised about cabling and onshore facilities needed to support offshore windfarms and how this is communicated to developers. There is a need to liaise over where offshore cable landfall sites are located on shore, to ensure a fully workable solution that meets requirements for both offshore and onshore situations. This is suggested as a liaison question which MMO may need to work through further with spatial planning colleagues, having regard to the planning application and licensing processes from application to appeal.

Table 13.8 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO should consider, with Local Authority planning colleagues, how best to liaise in relation to information/advice to developers on routeing of cables.
Responsibility	MMO/'Umbrella' planning organisations e.g. Planning Officers Society
Timescale	Ongoing

Liaison with the Borough Council

13.32 Regular and structured liaison would be welcomed. It is suggested that this needs to be structured in different ways for different audiences:

- At development control level, focusing on practical information for day to day work; for example when marine licenses are needed etc
- At heads of service level where there is a wider information need about marine planning
- At the Councillor level which is an educative process around marine planning and likely to be relevant to particular issues as they arise

13.33 More broadly, the relationship between the MMO, Broads Authority, Borough Council, inland waterways, and port/navigation authorities is a complex one in Great Yarmouth. The MMO should be aware of this and the question of dealing with differences of opinion should they arise between different parties.

14 BROADLAND

Introduction

14.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

14.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process. Broadland was not able to participate in the interview process, so no considerations are included here.

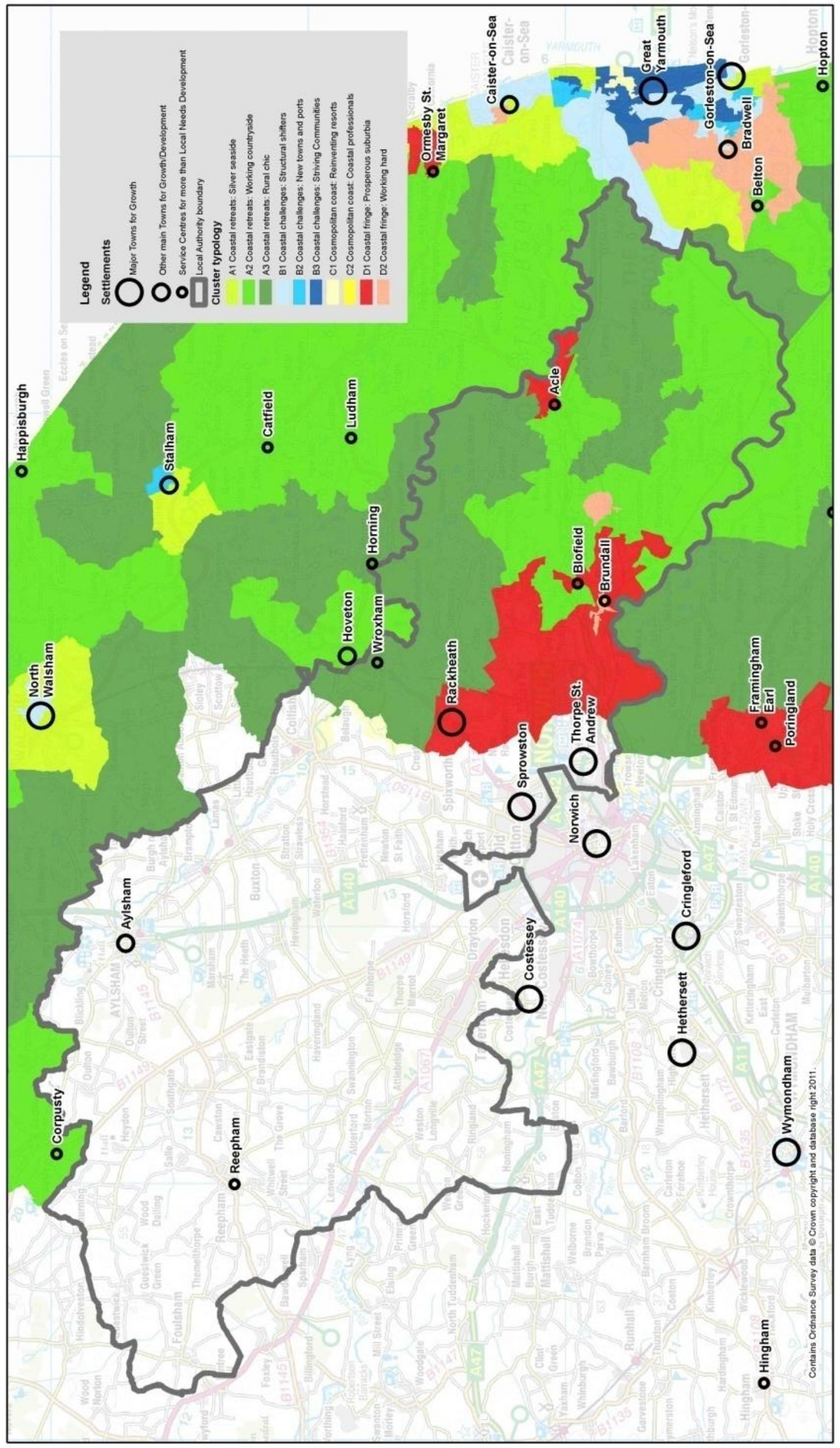
14.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

14.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

14.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 14.1 Typologies Map



OCSI

LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries Crown copyright 2004. ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

14.6 The following table shows the typology breakdown for LSOAs in coastal Broadland, the East Marine area and England as a whole.

Table 14.1 LSOAs in coastal Broadland by typology

	Broadland (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	0	0	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	5	26.3	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	4	21.1	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	0	0	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	0	0	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	0	0	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	0	0	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	8	42.1	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	2	10.5	164	12.6	1,615	16.1
Total	19	100	1,300	100	10,057	100

- LSOAs in coastal Broadland are clustered in the 'Coastal Retreat' and 'Coastal Fringe' typology groups.
- The most common typology group in coastal Broadland is D1 Coastal fringe: Prosperous suburbia, with 8 LSOAs (42% of the LSOAs in coastal Broadland) in this group. Other predominant typology groups include A2 Coastal retreats: Working countryside (26% of LSOAs) and A3 Coastal retreats: Rural chic (21%)).

Understanding the local area: key reference data

14.7 The table below presents key reference data for the coastal area.

14.8 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

14.9 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 14.2 Key Reference Data

	Broadland (coastal)	Broadland (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[31]	19.8	16.8	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	5.9	3.6	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	3.1	3.2	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	2.1	2.1	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [32]	39.4	40.5	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	2.4	2.5	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	4.3	4.1	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£478	£456	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	10.8	11.2	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	429.9	432.5	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	562.3	562.3	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	7.5	7.5	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.7	6.7	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	10.63	10.43	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	23,418	23,665.7	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	0.0	0.0	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	5.4	4.4	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	19.9	19.2	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.
For more details see 'Typologies - Methods and Outputs' report (under separate cover)

[31] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[32] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

Productivity performance indicators: labour utilisation rates

14.10 Headline figures are as follows.

- The proportion of people qualified to degree level in coastal Broadland (19.8%) is above the average across the East Marine region (15.5%) and the Coast as a whole (19%), but below the national average (23.5%).
- Worklessness levels are low when compared against the East Marine Plan area, coastal, national average, with a lower proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.
- Recent employment growth in coastal Broadland has been slower than average, with the number of jobs increasing by 3.1% between 2001 and 2008, compared with a 5.6% growth across the East coast region, a 4.8% increase across coastal areas and a 5% increase across England as a whole.

Labour productivity indicators

14.11 Headline figures are as follows.

- The average weekly household income in coastal Broadland (£478) is well above the East Marine (£389), coastal (£398) and national (£424) average.
- The stock of VAT registered businesses in Broadland (coastal) (562 per 10,000 businesses) is also higher than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 7.4% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Coastal Broadland has a similar proportion of people employed in knowledge industries (10.8%) to the national average (11%), somewhat above the average across coastal areas as a whole.

Social and economic outcomes

14.12 Headline figures are as follows.

- Deprivation levels are low in coastal Broadland, with no LSOAs ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

14.13 Headline figures are as follows.

- Broadland (coastal) has a similar proportion of employee jobs in the public sector (19.9%) to the national average (20%).
- Broadland (coastal) has a higher concentration of jobs in single industries (5.4%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

14.14 The settlement hierarchy is shown in figure 14.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

14.15 Broadland has an adopted Core Strategy which is joint with Norwich and South Norfolk. The hierarchy of centres identifies Norwich as the main centre for growth and development. The Norwich Policy area includes major urban extensions in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and at Cringleford, Easton/ Costessey, Hethersett, Long Stratton and Wymondham; for 21,000 new houses in total. Main towns are then identified (including Aylsham, Diss and Wymondham), then the key service centres, service villages and other villages.

How can marine planners get involved in the local planning system?

14.16 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy, as well as in stages of development of Site Allocations DPDs. Key developing policies of interest to marine planners include:

- Proposals for major housing and employment growth in the Norwich Policy Area

14.17 The diagram below shows the stage that Core Strategy has reached.

Figure 14.2 Core Strategy

14.18 Policies from the adopted Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 14.3 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**Policy 18**: The Broads set out that in areas close to the Broads particular regard will be given to maintaining and enhancing the economy, environment, tranquillity, setting, visual amenity, recreational value and navigational use of the Broads. Opportunities will be taken to make better use of the benefits of the Broads, and to support its protection and enhancement while ensuring no detrimental impact on the Broadland SPA, Broadland Ramsar and Broads SAC.
Theme Based Policies (economic including tourism, transport)	**Policy 5** relates to development of the economy where there are targets of 27,000 additional jobs to provide for the rising population. The policy includes promotion of tourism and recreation. Policy 9 identifies locations for growth in Norwich Policy area where employment growth is envisaged in the City Centre and at strategic employment locations including Norwich Research Park, Rackheath, Broadland Business Park, Wymondham, Longwater and Hethel.

15 SOUTH NORFOLK

Introduction

15.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

15.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process. South Norfolk was not able to participate in the interview process, so no considerations are included here.

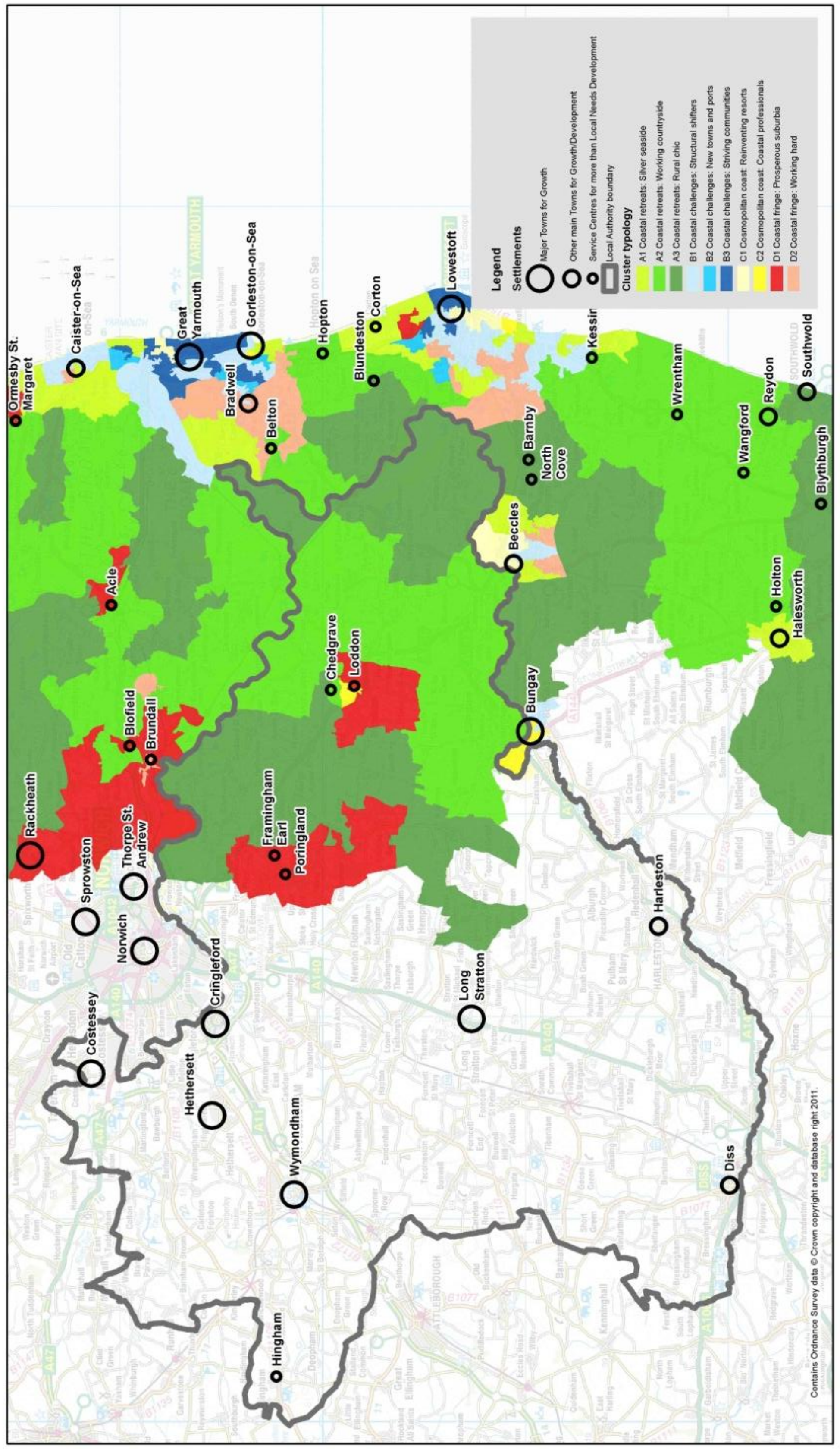
15.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

15.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

15.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 15.1 Typologies Map



OCSI

LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

15.6 The following table shows the typology breakdown for LSOAs in coastal South Norfolk, the East Marine area and England as a whole.

Table 15.1 LSOAs in coastal South Norfolk by typology

	South Norfolk (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	0	0	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	6	33.3	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	6	33.3	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	0	0	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	0	0	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	0	0	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	1	5.6	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	5	27.8	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	0	0	164	12.6	1,615	16.1
Total	18	100	1,300	100	10,057	100

- LSOAs in coastal South Norfolk are clustered in the 'Coastal Retreat' and 'Coastal Fringe' typology groups.
- The most common typology groups in coastal South Norfolk are A2 Coastal retreats: Working countryside and A3 Coastal retreats: Rural chic with one-third of coastal LSOAs in each group.

Understanding the local area: key reference data

15.7 The table below presents key reference data for the coastal area.

15.8 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

15.9 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 15.2 Key Reference Data

	South Norfolk (coastal)	South Norfolk (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[33]	22.2	20.8	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	3.9	8.0	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	4.9	3.9	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	2.3	2.2	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [34]	49.4	44.2	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	2.3	2.6	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	4.2	4.1	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£464	£459	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	9.6	10.6	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	386.0	421.7	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	702.9	702.9	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	7.7	7.6	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.2	6.2	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	11.92	11.34	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	22,023	22,760	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	0.0	0.0	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	2.2	3.3	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	18.9	18.9	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

15.10 Headline figures are as follows.

- The proportion of people qualified to degree level in coastal South Norfolk (22.2%) is above the average across the East Marine region (15.5%) and the Coast as a whole (19%), and but slightly below the national average (23.5%).
- Worklessness levels are low when compared against the East Marine Plan area, coastal, national average, with a lower proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.

[33] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[34] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Recent employment growth in coastal South Norfolk has been similar to the national average, with the number of jobs increasing by 4.9% between 2001 and 2008, compared with 5.6% growth across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

15.11 Headline figures are as follows.

- The average weekly household income in coastal South Norfolk (£464) is well above the East Marine (£389) and Coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in South Norfolk (coastal) (703 per 10,000 businesses) is also well above the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 7.7% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- South Norfolk (coastal) has a lower proportion of people employed in knowledge industries (9.6%) than the national average (11%), somewhat above the average for coastal areas as a whole (9%).

Social and economic outcomes

15.12 Headline figures are as follows.

- Deprivation levels are low in coastal South Norfolk, with no LSOAs ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

15.13 Headline figures are as follows.

- South Norfolk (coastal) has a lower proportion of employee jobs in the public sector (18.9%) as the national average (20%).
- Coastal South Norfolk also has a lower concentration of jobs in single industries (2.2%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

15.14 The settlement hierarchy is shown in figure 15.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

15.15 South Norfolk has an adopted Core Strategy which is joint with Norwich and Broadland. The hierarchy of centres is identifies Norwich as the main centre for growth and development. The Norwich Policy area includes major urban extensions in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and at Cringleford, Easton/ Costessey, Hethersett, Long Stratton and Wymondham; for 21,000 new houses in total. Main towns are then identified (including Aylsham, Diss and Wymondham), then the key service centres, service villages and other villages.

How can marine planners get involved in the local planning system?

15.16 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy, as well as in stages of development of Site Allocations DPDs. Key developing policies of interest to marine planners include:

- Proposals for major housing and employment growth in the Norwich Policy Area

15.17 The diagram below shows the stage that Core Strategy has reached.

Figure 15.2 Core Strategy

15.18 Policies from the adopted Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 15.3 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**Policy 18**: The Broads set out that in areas close to the Broads particular regard will be given to maintaining and enhancing the economy, environment, tranquillity, setting, visual amenity, recreational value and navigational use of the Broads. Opportunities will be taken to make better use of the benefits of the Broads, and to support its protection and enhancement while ensuring no detrimental impact on the Broadland SPA, Broadland Ramsar and Broads SAC.
Theme Based Policies (economic including tourism, transport)	**Policy 5** relates to development of the economy where there are targets of 27,000 additional jobs to provide for the rising population. The policy includes promotion of tourism and recreation. **Policy 9** identifies locations for growth in Norwich Policy area where employment growth is envisaged in the City Centre and at strategic employment locations including Norwich Research Park, Rackheath, Broadland Business Park, Wymondham, Longwater and Hethel.

16 NORWICH

Introduction

16.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

16.2 Here, we provide data on local socio-economic processes (including information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

16.3 On the basis of the definition of 'Coastal' used in this project, no areas in Norwich Local Authority are identified as coastal, therefore we do not provide data for the coastal community typology.[35] However, key indicators are provided for Norwich to assist marine planners working in neighbouring areas.

16.4 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: key reference data

16.5 The table below presents key reference data for Norwich.

16.6 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

16.7 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

[35] For further details on this definition see the national report entitled, *Maximising the socio-economic impacts of marine planning for English coastal communities*

Table 16.1 Key Reference Data

	Norwich	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[36]	23.0	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	14.5	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	3.2	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.7	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [37]	48.7	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.8	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.2	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£381	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	11.4	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	384.9	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	407.5	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	10.6	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	7.0	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	25.96	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	12,721	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	29.1	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	4.3	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	18.9	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

16.8 Headline figures are as follows.

- The proportion of people qualified to degree level in Norwich (23%) is above the average across the East Marine region (15.5%) and coastal England(19%), but slightly below the average across England as a whole (23.5%).

[36] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[37] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Recent employment growth in Norwich has been slower than average, with the number of jobs increasing by 3.2% between 2001 and 2008, compared with 5.6% growth across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.
- Unempoyment levels are higher than the national average, with 4.7% receiving Jobseekers Allowance compared with 3.9% across England as a whole.

Labour productivity indicators

16.9 Headline figures are as follows.

- The average weekly household income in Norwich (£381) is below the East Marine (£389) coastal England (£398) and national (£424) averages.
- The stock of VAT registered businesses in Norwich (407.5 per 10,000 businesses) is significantly lower than the East Marine Plan area (518), coastal (489) and national average (546).
- However business start-up rates are slightly above the national average, with new registrations representing 10.6% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. VAT de-registrations are slightly below coastal and national averages.
- Norwich has a higher proportion of people employed in knowledge industries (11.4%) than the coastal (9%) and national (11%) averages.
- However, pupil attainment levels are lower than the East Marine Plan area, coastal and national average.

Social and economic outcomes

16.10 Headline figures are as follows.

- Deprivation levels are above average in Norwich, with 29.1% of LSOAs ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

16.11 Headline figures are as follows.

- Norwich has a lower proportion of employee jobs in the public sector (18.9%) than the national average (20%).
- Norwich has a similar proportion of people concentrated in single industries to the national average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

16.12 The settlement hierarchy is shown in figure 16.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

16.13 Norwich has an adopted Core Strategy, joint with Broadland and South Norfolk. The hierarchy of centres is identifies Norwich as the main centre for growth and development. The Norwich Policy area includes major urban extensions in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and at Cringleford, Easton/ Costessey, Hethersett, Long Stratton and Wymondham; for 21,000 new houses in total. Main towns are then identified (including Aylsham, Diss and Wymondham), then the key service centres, service villages and other villages.

How can marine planners get involved in the local planning system?

16.14 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy, as well as in stages of development of Site Allocations DPDs[38]. Key Core Strategy policies of interest to marine planners include:

- Proposals for major housing and employment growth in the Norwich Policy Area

16.15 The diagram below shows the stage that Core Strategy has reached.

Figure 16.1 Core Strategy

16.16 Policies from the adopted Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

[38] Norwich also has a City Centre AAP. As its policies are not related to marine issues, it is not reference here.

Table 16.2 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**Policy 18**: The Broads set out that in areas close to the Broads particular regard will be given to maintaining and enhancing the economy, environment, tranquillity, setting, visual amenity, recreational value and navigational use of the Broads. Opportunities will be taken to make better use of the benefits of the Broads, and to support its protection and enhancement while ensuring no detrimental impact on the Broadland SPA, Broadland Ramsar and Broads SAC.
Theme Based Policies (economic including tourism, transport)	**Policy 5** relates to development of the economy where there are targets of 27,000 additional jobs to provide for the rising population. The policy includes promotion of tourism and recreation. **Policy 9** identifies locations for growth in Norwich Policy area where employment growth is envisaged in the City Centre and at strategic employment locations including Norwich Research Park, Rackheath, Broadland Business Park, Wymondham, Longwater and Hethel.

The Core Strategy is adopted

16.17 Norwich City Council has jointly produced a Core Strategy, with Broadland and South Norfolk districts and through the Greater Norwich Development Partnership. The Core Strategy has been adopted by all three authorities

16.18 Each authority is now separately preparing its development management policies and Site Allocations DPD.

16.19 Norwich City Council also has an adopted City Centre AAP.

Maximising benefits: selected issues and considerations from consultation

16.20 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

16.1 The key marine activities are

- Energy
- Tourism and recreation
- Surface water management/waste water treatment

The Port of Norwich

16.2 Norwich is still officially a port although it does not operate as one. However an implication of still having this label is that all bridges over the rivers have to be able to open. This adds considerably to costs. Two footbridges have recently been constructed over the river; one is currently being built and one is being planned. In practice waterside sites are now in housing and leisure use.

The Deal Ground site and the Utilities site

16.3 We have discussed the marine implications for the Deal Ground site and the Utilities site in the section on the Broads within this report.

Exploring renewable energy options

16.4 There is interest in whether Norwich could contribute to supply chain activities linked to offshore renewable energy support. The potential for any hydro opportunities arising from the river is also mentioned.

Table 16.3 Issues for consideration - selected views from consultation

Consideration based upon interview	Where relevant, Norwich City Council/Greater Norwich Development Partnership should be included in discussions around onshore opportunities arising from energy production and infrastructure planning offshore, with supply chain development and research activities in mind
Responsibility	MMO
Timescale	2011, ongoing

Developing the Norwich Tourism and Recreation product

16.5 Norwich is developing its tourism product, linking to the river and wishing to make more use of the river as a tourism asset. There is a Country Park to the south east of the city (Whitlingham Country Park in South Norfolk District) and intentions to develop links to this along the riverside from Norwich (walking and cycling, the latter as part of Sustrans national cycle route). There are also yacht moorings in the City.

16.6 There is a lot of inter-relationship between the Broads area and tourism in Norwich as the Broads system brings in a number of visitors to the City, potentially both an opportunity and a threat if there are tensions between tourism growth and conservation of the Broads. We understand the Riverside Gateway Partnership brings Norwich City Council and the Broads Authority together to discuss such issues. This might be a useful group for the MMO to include within stakeholder discussions linking to the inter-relationship of marine planning with tourism and recreation. It could also be a useful vehicle for discussing issues related to the river.

Table 16.4 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO to consider involving the Riverside Gateway Partnership as a stakeholder in discussions related to tourism and recreation
Responsibility	MMO
Timescale	2011, ongoing

Surface Water Management

16.7 The joint Core Strategy for Norwich, Broadland and South Norfolk envisages significant new growth. Waste water treatment will have to expand to accommodate proposed growth. Main sewers currently go out to the east of the City. Although this is an onshore infrastructure issue it could have potential offshore consequences e.g. around sewage outfalls and water quality, as well as being a concern in relation to the Broads area where the need is to maintain ecological quality. The MMO needs to be aware of water management issues and potential marine implications as part of the growth plans of the Norwich area.

17 WAVENEY

Introduction

17.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

17.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

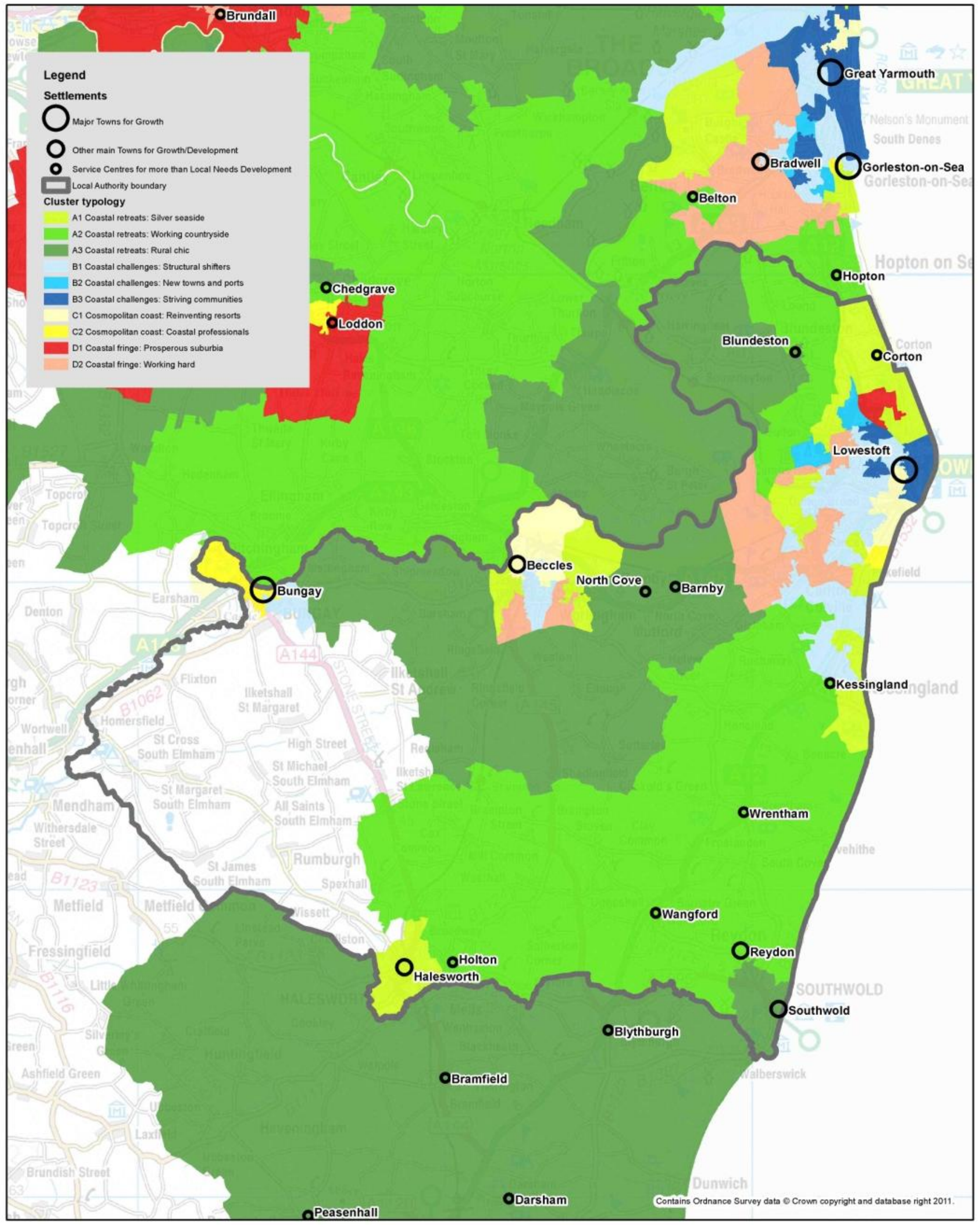
17.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

17.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

17.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 17.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
Crown Copyright material is reproduced with the permission of the controller of HMSO
Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

OCSI

17.6 The following table shows the typology breakdown for LSOAs in coastal Waveney, the East Marine area and England as a whole.

Table 17.1 LSOAs in coastal Waveney by typology

	Waveney (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	13	18.1	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	5	6.9	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	6	8.3	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	22	30.6	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	2	2.8	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	4	5.6	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	5	6.9	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	2	2.8	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	1	1.4	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	12	16.7	164	12.6	1,615	16.1
Total	72	100	1,300	100	10,057	100

- Coastal Waveney contains a mix of typologies, with LSOAs in each of the ten typology categories.
- The most common typology group in coastal Waveney is B1 Coastal challenges: Structural shifters, with 22 LSOAs (31% of the LSOAs in Waveney) in this group. Other common typology groups include D2 Coastal fringe: Working hard (17% of LSOAs) and A1 Coastal retreats: Silver seaside (18% of LSOAs).

17.7 The table below shows the typology make-up of the two largest settlements in coastal Waveney– Lowestoft and Beccles.

- In both settlements the most common typology group is B1 Coastal challenges: Structural shifters, accounting for 37% of LSOAs in Lowestoft and 33% in Beccles.

Table 17.2 LSOAs in key settlements in coastal Waveney by typology

	Lowestoft		Beccles	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	7	15.2	2	25
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	17	37	3	33
B2 Coastal challenges: New towns and ports	2	4.3	0	0
B3 Coastal challenges: Striving communities	4	8.7	0	0
C1 Cosmopolitan coast: Reinventing resorts	4	8.7	1	17
C2 Cosmopolitan coast: Coastal professionals	1	2.2	0	0
D1 Coastal fringe: Prosperous suburbia	1	2.2	0	0
D2 Coastal fringe: Working hard	10	21.7	2	25
Total	46	100	8	100

Understanding the local area: key reference data

17.8 The table below presents key reference data for the coastal area.

17.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

17.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 17.3 Key Reference Data

	Waveney (Coastal)	Waveney (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[39]	13.7	13.7	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	4.6	4.6	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	9.4	9.4	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.8	4.7	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [40]	57.7	57.3	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.1	5.0	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.2	6.2	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£387	£387	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	5.0	5.0	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	401.4	401.5	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	472.9	472.9	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	7.8	7.8	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.4	6.4	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	22.37	22.23	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	14,704	14,797	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	16.7	16.4	22.1	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	3.1	6.3	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	19.0	19.0	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

17.11 Headline figures are as follows.

- Skill levels are low in coastal Waveney, with the proportion of people qualified to degree level (13.7%) below the average across the East Marine region (15.5%), the coast as a whole (19%) and the England average (23.5%).

[39] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[40] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Worklessness levels are high when compared against the East Marine Plan area, coastal, national average, with a higher proportion of people claiming Jobseekers Allowance and Incapacity Benefits.
- However, coastal Waveney is outperforming the East Marine Plan area and national comparators in terms of jobs growth. The proportion of jobs increased by 9.4% between 2001 and 2008, compared with 4.6% increase across the region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

17.12 Headline figures are as follows.

- The average weekly household income in coastal Waveney (£387) is below the East Marine (£389) and coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in coastal Waveney (472.3 per 10,000 businesses) is a lower than the East Marine Plan area (518), and national average (546).
- Business start-up rates are lower than average, with new start-ups representing 7.8% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Coastal Waveney has a lower proportion of people employed in knowledge industries (5%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

17.13 Headline figures are as follows.

- Locally, deprivation levels are slightly above average; however, only 16.7% of LSOAs in coastal Waveney are ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

17.14 Headline figures are as follows.

- Coastal Waveney has a slightly lower proportion of employee jobs in the public sector (19%) than the national average (20%).
- Coastal Waveney also has a lower concentration of jobs in single industries (3.1%) than the national average (4.4%).

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

17.15 The settlement hierarchy is shown in figure 17.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

17.16 Policy CSO1 of the Spatial Strategy in the adopted Core Strategy identifies Lowestoft as the main centre for growth, to take 70 - 80% of district housing growth and jobs growth (especially in the Lake Lothing and Outer Harbour area). The market towns are then identified for some future growth (around 20%), being Beccles, Bungay, Southwold/Reydon and Halesworth. They act as service centres for their surrounding rural populations and villages. Larger villages are then identified to help maintain and enhance provision of services in rural areas, to take up to 5% of housing growth. The larger villages are Barnby/North Cover, Kessingland, Blundeston, Wangford, Corton, Wrentham and Holton. Beyond that development is regarded as being in the open countryside and therefore subject to constraint.

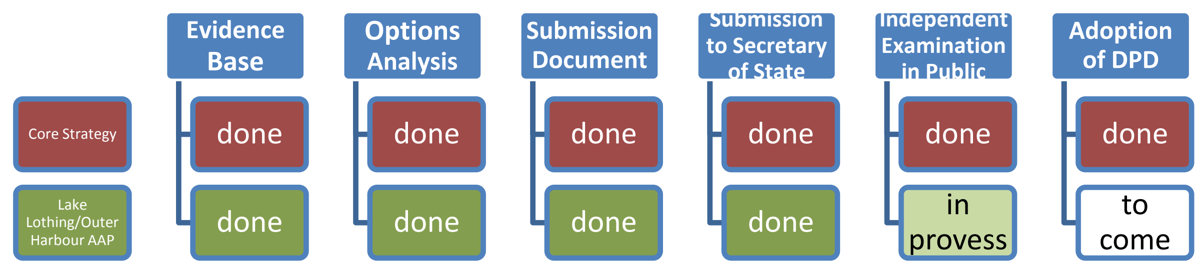
How can marine planners get involved in the local planning system?

17.17 Marine Planners can get involved in spatial plan making through monitoring of the adopted Core Strategy and Submission Draft of the Lake Lothing and Outer harbour AAP in Lowestoft. Key developing policies of interest to marine planners include:

- Regeneration and development of Lake Lothing and the Outer Harbour in Lowestoft
- A renewable energy cluster and 'powerpark' as part of the Lake Lothing proposals
- Protection and enhancement of port activities
- Encouragement for a more diverse and high quality tourism offer

17.18 The diagram below shows the stage that Core Strategy has reached.

Figure 17.2 Core Strategy process stage



17.19 Policies from the Adopted Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 17.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**CSO6** Community based regeneration targets five wards in Lowestoft adjacent to Lake Lothing characterised by high levels of unemployment, single parent families, low car ownership and limited household facilities. The policy also relates to the market towns and to Kesslingland. In relation to Southwold, the supporting text states 'Southwold may not be perceived as an area in need of regeneration but it has its own issues of an elderly population with limited access to services and facilities, extremely high house prices in the District, a high proportion of second homes, significant visitor pressure and a harbour area under pressure for change'. Kesslingland is seen as losing services but important for tourism. Working with town and parish councils and supporting parish plan work is also identified. **CSO5** proposes a Lake Lothing and Outer Harbour area AAP to provide c1500 homes and 1000 jobs. The Port is seen as a significant local and regional economic driver. Opportunity to increase connections between communities north and south of Lake Lothing and build culture based on maritime traditions is identified, as well as support tourism economy, including links with the Broads and seaside towns. **CSO9** Land will be identified in the Site Specific Allocations and the Lake Lothing Area Action Plan Documents to meet the future needs of the emerging knowledge economy
Theme Based Policies (economic including tourism, transport)	**CSO7** Employment identifies that c5000 jobs are required to 2021. Lake Lothing/Outer harbour to be developed as a strategic employment site through the Area Action Plan in support of port development, employment-led regeneration and economic diversification (through the AAP). Outside the towns proposals to diversify the rural economy are supported, especially where located in or adjacent to the larger villages. **CSO8** A renewable energy cluster and 'power park' of around 8 ha will be promoted in the Lake Lothing and harbour area of central Lowestoft, especially focused on expanding existing development in the Ness Point and outer harbour area. **CSO13** Tourism. More diverse and high quality tourism offer to be encouraged. Existing tourism uses to be protected. New tourism developments to be in locations with connectivity to other tourism destinations (in/adj settlements with services/facilities, reducing the need to travel). Background text for POlicy CSO14 culture identifies the annual air show, boat show and sea fayre - all held at Lowestoft seafront. **CSO 15** Transport. Proposed strategic schemes (but no funding) include North Lowestoft Access package, improvements to A12 between Lowestoft and Ipswich, East Suffolk Rail Line improvements; new pedestrian crossings of Lake Lothing (and a third road crossing)
Coastal specific	**CSO3** - flooding and coastal erosion. Policy includes reference to avoiding flood zones 'Land will not be allocated for highly or more vulnerable uses (including housing) in Flood Zones 2 and 3a. The only exception will be within the boundary of the 1st East Urban Regeneration Company area of Lowestoft when the development contributes to the delivery of regeneration objectives set out in Policy CS05 and the Lake Lothing and Outer Harbour Area Action Plan, and the above criteria can be met'. Development proposals to also avoid areas at risk of coastal erosion.

17.20 The Submission Draft AAP for Lake Lothing and the Outer Harbour in Lowestoft sets out policies including the following.

Table 17.5 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Scale of development proposed	14 objectives are set out including 1500 homes, 1000 direct and 4000 indirect jobs, improved retail, and making the most of waterfront assets.
Key employment policies	Aim is to create 1,000 new jobs within the AAP area, mainly focussed on the Powerpark and its associated opportunities within the energy sector. **Policy EMP2** - Energy Business Cluster says that AAP area will become a hub for a complimentary mix of energy sector activities based around the PowerPark which may include operations and maintenance, R&D, existing marine and underwater engineering facilities, offshore assembly. **Policy RLT2** - Leisure and tourism states that new facilities should capitalise on existing assets and should be focussed within areas such as Historic High Street, Bascule Bridge Waterfront, Brooke Peninsula, Oswald's Boatyard, PowerPark and the Maritime/Heritage training cluster at North Wester Lake Lothing
Education/training policies	**Policy EMP2** states that provision will be made within the AAP areas for on-site training centres to supply the energy sector, particularly within the PowerPark.
Regeneration/change sites	**SSP1** PowerPark states that the allocation will provide some 24.7ha of reconfigured employment land (B1, B2, B8) and associated uses including training to become the focus for the energy industry within Lowestoft. **SSP3** Kirkley Waterfront - 1380 residential units, 12ha of reconfigured employment space (mostly B1), Waterfront industry providing dock and mooring facilities, retail, restaurants, hotel, primary school. **SSP4** East of England Park - high quality landscaped area to celebrate it's most easterly point in England.
Port/harbour related policies	**EMP4** - Port activities deals with the existing port and new developments adjacent to or opposite it. It seeks to facilitate the protection and enhancement of port activities, particularly supporting the renewable energy business sector cluster.
Other relevant policies/strategies	Waveney Sunrise Coast Tourism Strategy (2006) sets an agenda for establishing sustainable tourism. Waveney Economic Regeneration Strategy identifies potential to exploit renewable energy and environmental services sector. Two Shoreline Management Plans (Jan 2010) highlight the needs for new development including the PowerPark to recognise and accommodate higher risks of flooding. PowerPark Demand and Need Reports (Phase 1 2009 and Phase 2 2010) outline key sectors to be targeted and what their demands and needs are likely to be

It is too late for the MMO to be involved in the Core Strategy and AAP. But there are opportunities for involvement in future

17.21 The Core Strategy was adopted in 2009 with Site Specific Allocations DPD and Development Management Policies DPD adopted in 2011. The Lake Lothing and Outer Harbour Area Action Plan is now going through examination and should be adopted in the Autumn AAP. These are the last of the Council's main DPDs. After that, it is about implementation and monitoring. That will be how MMO interaction happens.

17.22 The Area Action Plan, which deals with the Lowestoft outer harbour and Lake Lothing area has been submitted and is being examined in July 2011. The local authority is hoping for adoption in Oct 2011. This will mean that MMO input will not be possible, because there has been no MMO input at the final consultation stage.

- However, more detailed development briefs will come through on individual areas. These will need input from MMO.
- The LPA also expects that forthcoming Supplementary Planning Document will involve the MMO. For example, a Coastal Change document which is coming in Autumn 2011.

Neighbourhood planning is unlikely to have a significant impact on marine issues – but might be helpful in dealing with coastal erosion issues

17.23 Neighbourhood planning is not expected to have a significant impact on marine planning issues within Waveney itself. But, as with neighbouring Suffolk Coastal, some local planning might be helpful in dealing with coastal erosion. Corton, for example, has had a DEFRA Coastal Adaptation Pathfinder initiative, and has been able to explore bottom-up solutions to coastal erosion, and how communities can adapt. This might have broader implications and lessons which can be applied elsewhere, but is still a work in progress.

Maximising benefits: selected issues and considerations from consultation

17.24 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

17.25 The key marine activities in the area are

- Energy. Of the upcoming marine activities, this is the most important for the area.
- Fisheries.
- Aggregates.
- Tourism is seen as particularly important.

Energy is seen as having a strategic importance to Lowestoft's future economy. Given Lowestoft's relatively deprived status, the Council believe that there is a strong equity rationale for MMO support

17.26 The Area Action Plan focusing on the Lowestoft outer harbour and Lake Lothing area contains an employment allocation in the outer harbour called the "Power Park". Within this area there is an existing building (the landmark "Orbis Energy" building) adjacent to a large turbine. Plans for the area resulting from research propose uses for this area such as research and development, smaller scale manufacturing, underwater engineering, maintenance, support to nuclear industry for Sizewell, and Carbon Capture and Storage.[41]

17.27 These proposals are seen as very important for the future of Lowestoft. Other strategic economic drivers for the town are difficult to see given issues of peripherality and structural economic change. Lowestoft is a relatively deprived community, and there is a strong equity rationale for the MMO to actively look for pro-development synergies in the Lowestoft area.

[41] http://www.orbisenergy.net/downloads/1st-East-and-BVG-Demand-and-Needs-Study-2Nov2009.pdf

17.28 The local authority is not expecting significant MMO involvement as such, in part because plans are so well advanced. However, the local authority hopes to ensure that there are no marine restrictions placed on the development of the site which may hinder delivery.

Table 17.6 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO could, where possible, support Lowestoft's aspirations to provide a base for turbine and maintenance operations
Responsibility	MMO, Waveney District Council
Timescale	2011, ongoing

17.29 Considerable local work has been undertaken to prepare Lowestoft as a centre of excellence for offshore wind transmission. Lowestoft College runs an Energy Skills foundation programme, which deals with oil, gas and renewables industries.

An Enterprise Zone bid is being written which covers Lowestoft and nearby Great Yarmouth

17.30 The Local Enterprise Partnership is attempting to stimulate and reinforce this offer by bidding for Enterprise Zone (EZ) status for Yarmouth and Lowestoft ports.[42]

17.31 There is recognition locally that Lowestoft will not be able to provide manufacturing space for turbines, as there is insufficient lay-down space. Instead, there are aspirations to increase activity through the turbine maintenance and related activities that the authorities seek to stimulate. ABP (the owners) will seek at least to maintain activity at current level.

17.32 The EZ bid is seen as a means of incentivising firms to come. If successful, the EZ bid would bring a number of tax and planning advantages. As well as potentially reinvigorating Lowestoft's port activities, the growth of these industries will in part provide a way of using the investment made in the Yarmouth outer harbour.[43]

17.33 The competition for the Enterprise Zone will be intense. Bids must be submitted by the end of June 2011, and results will be announced during 2011.

17.34 Lowestoft and Great Yarmouth are areas with significant socio-economic difficulties. They have been the subject of numerous regeneration initiatives over the years. There is a strong equity rationale for the MMO working to support the development of new turbine maintenance industries in these towns.

[42] The Government will grant 21 Enterprise Zones; 10 have been allocated; each Local Enterprise Partnership can only bid for one.

[43] Yarmouth received EEDA and European funding to build new port facilities in order to run fast ferry and container traffic, but has never been used for this purpose.

Table 17.7 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO should, where possible, support Lowestoft and Great Yarmouth's objectives of providing a base for turbine and maintenance operations
Responsibility	MMO, Waveny District Council
Timescale	2011, ongoing

Lowestoft has aspirations for large amounts of waterfront housing

17.35 Significant plans exist for waterfront housing development. Given their scale, these plans are fundamental to the delivery of new housing in the area.

17.36 A 60ha mixed use development is proposed for the south side of Lake Lothing. Plans exist for the construction of 1380 housing units, 9ha of employment space, and a wildlife site. This development would take place on a brownfield site which once contained a number of marine uses. On the Brooke peninsula there are a small number of businesses, some of which are marine related, and plans exist to help them relocate elsewhere. (None of these businesses own the land, and the landowner is keen to see residential uses in place). There are constraints on the site due to flood risk and contamination.

17.37 A combination of awaiting adoption of the AAP and the current downturn in the housing market, means that some development is on hold. Given local structural economic weaknesses, there are significant merits in seeing housing-led regeneration continue in Lowestoft when economic conditions improve. Waveney would like to see support for these alterations, insofar as they have effects below high water mark.

Table 17.8 Issues for consideration - selected views from consultation

Consideration based upon interview	Where possible, the MMO could provide any pertinent advice regarding Lowestoft's objectives of providing housing led regeneration in the area.
Responsibility	MMO, Waveney District Council
Timescale	ongoing

Fisheries industries are not expected to grow, but current activity needs defending

17.38 Although industries are smaller than previously, fisheries employment in Lowestoft and Southwold remains, although there are no strategic plans for industry growth. Plans for fishing are more about protecting existing character of the area, whilst supporting existing fisheries businesses where possible.

17.39 Incremental improvements are taking place, and the LPA has recently received planning permissions for Southwold harbour wall and cold storage.

Table 17.9 Issues for consideration - selected views from consultation

Consideration based upon interview	Marine plans could seek to enhance local fisheries activity where possible.
Responsibility	MMO, relevant stakeholders
Timescale	Ongoing

Tourism industries are critical locally. MMO activity should promote tourism

17.40 There are no specific plans for new tourism development on the coast. However, tourism is a big contributor to the local economy.

17.41 The LPA believes that it is important that any future MMO proposals promote tourism.

Table 17.10 Issues for consideration - selected views from consultation

Consideration based upon interview	Marine plans should seek to avoid negative impacts on tourism, which is seen as a critical local industry.
Responsibility	MMO
Timescale	2011,ongoing

Cross-border issues

17.42 Waveney has a number of cross border issues including.

- Enterprise Zone bid (discussed above) which is working with Waveney and Great Yarmouth
- Coastal issues are worked with together with Suffolk Coastal. Waveney and Suffolk Coastal authorities share a number of functions and officer teams, and will deal with coastal issues between them.

18 SUFFOLK COASTAL

Introduction

18.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

18.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

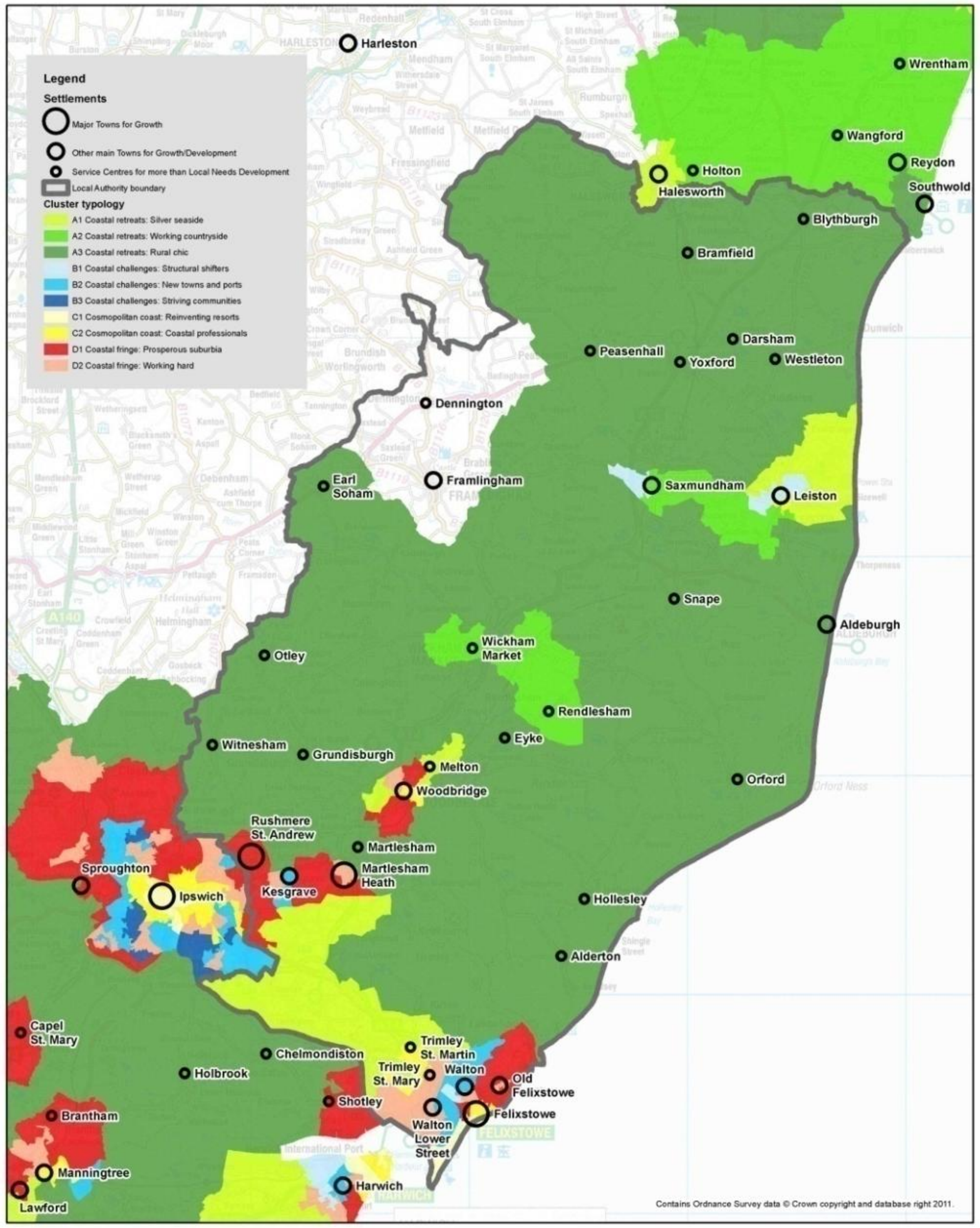
18.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

18.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

18.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 18.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
Crown Copyright material is reproduced with the permission of the controller of HMSO
Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

OCSI

18.6 The following table shows the typology breakdown for LSOAs in coastal Suffolk Coastal, the East Marine area and England as a whole.

Table 18.1 LSOAs in Suffolk Coastal by typology

	Suffolk Coastal (Coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	5	7.4	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	4	5.9	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	20	29.4	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	3	4.4	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	5	7.4	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	0	0	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	2	2.9	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	5	7.4	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	16	23.5	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	8	11.8	164	12.6	1,615	16.1
Total	68	100	1,300	100	10,057	100

- Suffolk Coastal (coastal) contains a mix of typologies. The most common typology group is A3 Coastal retreats: Rural chic, with 20 LSOAs (29% of the LSOAs in Suffolk Coastal) in this group.
- There are also a significant number of LSOAs in D1 Coastal fringe: Prosperous suburbia (24% of LSOAs).

18.7 The table below shows the typology make-up of the two largest settlements in coastal Suffolk Coastal – Felixstowe and Woodbridge.

- The most common typology group in Felixstowe is D2Coastal fringe: Working Hard, with 25% of LSOAs in Felixstowe classified as such. Felixstowe also has a relatively high proportion of LSOAs classified as B2 Coastal challenges: New towns and ports and D1 Coastal fringe: Prosperous suburbia.
- The most common typology groups in Woodbridge are A1 Coastal retreats: Silver seaside and D1 Prosperous suburbia, with one-third of LSOAs in Woodbridge classified under each of these categories.

Table 18.2 LSOAs in key settlements in Suffolk Coastal by typology

	Felixstowe		Woodbridge	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	1	5	2	33.3
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	1	5	0	0
B2 Coastal challenges: New towns and ports	4	20	0	0
B3 Coastal challenges: Striving communities	0	0	0	0
C1 Cosmopolitan coast: Reinventing resorts	2	10	0	0
C2 Cosmopolitan coast: Coastal professionals	3	15	1	16.7
D1 Coastal fringe: Prosperous suburbia	4	20	2	33.3
D2 Coastal fringe: Working hard	5	25	1	17
Total	20	100	6	100

Understanding the local area: key reference data

18.8 The table below presents key reference data for the coastal area.

18.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

18.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 18.3 Key Reference Data

	Suffolk Coastal (Coastal)	Suffolk Coastal (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[44]	19.1	19.2	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	8.2	8.1	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	7.3	7.3	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	2.1	2.1	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [45]	36.5	35.9	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	2.8	2.7	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	3.7	3.7	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs (2007/08) ***	£456	£457	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	10.4	10.4	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	413.7	416.4	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	685.8	685.8	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	7.7	7.7	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.4	6.4	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	11.92	11.78	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	22,390	22,527	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	0.0	0.0	22.1	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	3.1	7.3	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	19.2	19.2	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

18.11 Headline figures are as follows.

- Recent employment growth in Suffolk Coastal (coastal) has been faster than average, with the number of jobs increasing by 7.3% between 2001 and 2008, compared with a 5.6% growth across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.
- Worklessness levels are low when compared against the national and East Marine Plan area average, with a lower proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.
- However, skill levels are lower than might be expected given the strong labour market position, with the proportion of people qualified to degree level (19%) below the national average (23.5%), although above the average across the East Marine region (15.5%) (and similar to the average across the Coast as a whole - 19%).

Labour productivity indicators

18.12 Headline figures are as follows.

- Income levels in Suffolk Coastal (coastal) are high, with an average weekly income for a household (after housing costs) of £456 a week, well above the East marine region (£389), coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in coastal Suffolk Coastal (685.8 per 10,000 businesses) is also higher than the East Marine Plan area (518), coastal (489) and national (546) averages.
- However, business start-up rates are lower than average, with new start-ups representing 7.7% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Suffolk Coastal (coastal) has a slightly lower proportion of people employed in knowledge industries (10%) than the national average (11%), though above the level across coastal England (9%). Skill levels are low by national standards and pupil attainment figures at GCSE indicate the future labour force are performing below the coastal and national average.

Social and economic outcomes

18.13 Headline figures are as follows.

- Deprivation levels are low in Suffolk Coastal (coastal) with no LSOAs ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

18.14 Headline figures are as follows.

- Suffolk Coastal (coastal) has a slightly lower proportion of employee jobs in the public sector (19%) than the national average (20%).
- Suffolk Coastal (coastal) is relatively diversified and not subject to a single industry failure.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

18.15 The settlement hierarchy is shown in figure 18.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

[44] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[45] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

18.16 The draft Core Strategy identifies Felixstowe (and the Trimleys) and Ipswich Policy area (eastern edge) as the main foci for growth and development, expected to take over 50% of housing growth over the Plan period. Below this several settlements are identified as 'towns' as a focal point for employment, shopping and community facilities, including Aldburgh and Leiston, to accommodate around 20% of housing growth. Key service centres provide a range of specific facilities. Other villages are also listed as local service centres (not mapped).

How can marine planners get involved in the local planning system?

18.17 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Suffolk Coastal Draft Core Strategy, as well as in stages of development of Area Action Plans which are proposed. Key developing policies of interest to marine planners include:

- Felixstowe as a focus for development with Felixstowe Port as a key strategic employment location
- Felixstowe is also a priority area for regeneration, along with Leiston
- A specific policy for the coastal zone and its sustainable future
- Developing policy techniques for Integrated Coastal Zone Management (ICZM), exemplified by the current 'Alde and Ore Futures' project.

18.18 The diagram below shows the stage that Core Strategy is at:

Figure 18.2 Core Strategy process stage

18.19 Policies from the draft Core Strategy and accompanying documents that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 18.4 Key policy documents

Policy Area	Key Policies/text relevant to Coastal Communities
Area Based Policies	**SP21** Felixstowe - Reverse the trends towards population imbalance, threats to local services and decline in the fortunes of the town. Aim is to achieve a thriving seaside town and port. An Area Action Plan will be prepared. **SP22** Aldeburgh - to provide limited development because of its heritage coast. **SP24** Leiston - development will be limited and within the confines of Sizewell nuclear power station safeguarding limits. An AAP will be prepared. **SP26** Woodbridge - development limited to around 200 dwellings as environmental constraints of the Deben Estuary prevent greater growth. **SP6** focuses on regeneration where priority areas include the resort of Felixstowe (in part to reduce reliance on the port); and Leiston (in relation to decommissioning of Sizewell). **SP13** is specific to nuclear energy and the local issues that any development at Sizewell would have to address (including coastal access, coastal erosion and grid connections/power line changes)
Theme Based Policies (economic including tourism, transport)	**SP 4** focuses on economic development, identifying three strategic employment areas; Felixstowe Port, which includes allocation of additional sites to support port related uses; Martlesham Heath Business Campus; and Ransomes Europark (part of a wider employment corridor extending into Ipswich Borough). Other general employment areas are also identified across the District. **SP8** focuses on tourism. As well as Felixstowe and Leiston, other areas with tourism relevance include Aldeburgh (a sensitive location for any development) and the heritage coast and AONB where development needs to respect environment and landscape. **SP10** recognises the A14 as a strategic EU route linking Felixstowe Port to UK markets to which off site port related activities need to be well related. However capacity issues on the A14 and A12 are recognised, which need to be addressed.
Coastal specific	**SP30** The Coastal Zone - a comprehensive management plan to be prepared. Development that contributes towards the sustainable future of coastal and estuarine areas, and investment that contributes to greater safeguarding of property from flooding or erosion supported

The Localism agenda is significant in Suffolk, and there are examples of good practice

18.20 The Localism Agenda is likely to be important in the area. 60% of parishes have a form of community led plan, and the Localism Bill is a matter of interest to a number of towns and parishes.

18.21 There are examples of good practice locally regarding local planning of national significance. At Bawdsey, the District Council granted exceptional planning permission to privately owned agricultural land that was donated to the specially formed East Lane Trust, which then sold to developers for housing development. The proceeds from the sale contributed £2m for coastal erosion protection works at East Lane. The sea defence work protected a crucial 'hard point' on the coast defined in the Shoreline Management Plan, as well as farms, private homes and a Martello tower.

18.22 The local authority believes that, as in the Bawdsey instance, one of the major issues that will be picked up through the localism agenda is flood and coastal erosion defence. However in other places, issues such as marinas might be raised through new localism powers.

Table 18.5 Issues for consideration - selected views from consultation

Consideration based upon interview	The implications of the localism agenda may evolve most clearly in areas such as Suffolk Coastal, where there is already interest in the model and good practice examples in place. MMO to review opportunities once the Localism Bill is passed.

Responsibility	MMO
Timescale	Dependent on parliamentary process

Maximising benefits: selected issues and considerations from consultation

18.23 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

Significant marine activities

18.24 The main marine activities in Suffolk Coastal are seen as being the following.

- Tourism and recreation. Tourism and recreation is a major driver of the economy on the Suffolk coast (others are seen as agriculture and the creative sector).
- There are two key projects under way. The first is the Greater Gabbard / Galloper wind array, which is currently under construction. The second is the Eastern Array, now known as Anglia One. Anglia One was licensed in 2010, with relevant applications to the IPC now in preparation. From the terrestrial perspective, the most notable issues are the various onshore connection points to the National Grid.
- Ports and shipping. Suffolk Coastal contains the major port of Felixstowe. In addition, within the Stour and Orwell estuaries (outside the East Marine Plan area) is Ipswich (which deals with non-containerised cargos, typically of timber, cars, aggregates, and bulk powders), Mistley (which has modest port activities and is trying to capture windfarm maintenance business) and Parkstone (RO-RO ferry) at Harwich.

Power infrastructure landfall is a significant local issue that will need careful management

18.25 Local communities are aware that new power transmission cabling resulting from offshore power generation has little local economic and social benefit, and considerable local environmental disbenefits.

18.26 Suffolk Coastal reports that there appears to be a gap in dialogue between the National Grid, power companies, Local Authorities, and the MMO. The MMO may wish to sponsor this dialogue.

Table 18.6 Issues for consideration - selected views from consultation

Consideration based upon interview	Where possible, the MMO could facilitate an improved dialogue between the National Grid, power companies, Local Authorities, and the MMO.
Responsibility	MMO, National Grid, power companies, Local Authorities
Timescale	2011, ongoing

High levels of construction activity is likely at Sizewell C, and these will affect coastal communities in the area

18.27 The Sizewell "A" plant is decommissioning, and "B" is running. An application is expected to be made by EDF to develop a new "C" plant at the site. New development at Sizewell C is likely to come after Hinkley Point in the Bristol channel.

18.28 The expected Sizewell C nuclear power station has a very wide range of environmental impacts, including visual impact on the AONB. More marine-specific impacts which will be of interest to the MMO include water abstraction for cooling purposes, onward warm water discharges, aggregates extraction for construction, and the implications for coastal processes (on sandbanks and erosion) of the expected mobile or permanent landing stage which is likely to be needed to import construction materials onto the site.

18.29 It is outside the scope of this project to deal with environmental impacts from nuclear power. Equally, being primarily reliant on terrestrial planning considerations, the view of this study is that responsibility for consideration of the socio-economic implications of power station development lies beyond the MMO.

18.30 MMO will need to keep a watching brief through the plan period, but there are no specific actions for the MMO. Upcoming construction work will have significant (if possibly relatively temporary) impacts on local coastal communities in terms of labour markets, possible worker in-migration, and local income.

Port facilities at Felixstowe are currently undergoing extension. New port facilities at Bathside Bay (which is not in the East area) may be developed during the plan period, and have local socio-economic impacts

18.31 The Felixstowe port extension (not in the East marine plan area) is currently around two-thirds of the way to completion. The second phase of the expansion is expected to be operational by 2016. The project will secure Felixstowe's position as a major European hub.[46] Felixstowe is the fourth biggest container terminal in Europe[47], and the biggest in the UK by a considerable margin. The port only handles containers. Once expanded, the port will be one of the few ports able to dock the new generation "superships". The implication for rail is that the Nuneaton rail terminal is unable to cope with traffic.

18.32 This project is already under way, and will require little intervention as such from the MMO through the Marine Planning process.

18.33 New port facilities at Bathside Bay (not in the East marine area) may be developed during the plan period, possibly to support the development of the off shore renewable industry prior to being utilised as a container port. No development is currently under way, but permissions are in place, subject to extensive conditions regarding upgrading A-roads and providing replacement habitats. The expectation is that once the Felixstowe project is complete, Hutchison will move

[46] www.portofelixstowe.co.uk

[47] http://www.ahlers.com/news/articles/2001/top10/

back to focusing on the Bathside project. Socio-economic impacts specifically on the East area to the north of the Estuary are likely to be relatively limited, however, given that the geography of the estuary makes labour markets relatively distinct between Harwich and Felixstowe.

18.34 MMO will need to keep a watching brief through the plan period, but there are no specific actions for the MMO.

Dredging, water quality and fisheries industries have important implications for the local tourism economy

The Suffolk estuaries are a very important component for Suffolk's tourism offer as a whole, and local tourism has largely coastal focus. In the view of the local authority, the following elements are particularly important.

- The area running from Aldeburgh to south of Colchester is one of the most concentrated recreational sailing area in the country. Given the local importance of sailing activity in a) boosting the tourism economy, b) providing animation and a "sense of place" at local coastal towns, and c) supporting significant employment in local yacht and boat manufacturing and maintenance firms, these activities will need to be defended and possibly expanded in future.
- Water quality will remain an important component of the local tourism offer.
- Ship to ship oil transfers permissible off the Suffolk coast are seen to offer little economic benefit to the area but there is a risk of a major pollution incident affecting the Suffolk coastline and tourism offer.
- Dredging of the River Orwell for commercial use and the River Deben for pleasure craft is seen as important.

Table 18.7 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to focus on a positive stance on recreational sailing facilities as a way of reinforcing local tourism and boatbuilding industries.
Responsibility	MMO, EA, utilities
Timescale	2011, ongoing

Table 18.8 Issues for consideration - selected views from consultation

Consideration based upon interview	Where pertinent, MMO to work alongside partners and utilities in continuing to improve local water quality in order to reinforce local tourism industries
Responsibility	MMO, EA, utilities
Timescale	2011, ongoing

Table 18.9 Issues for consideration - selected views from consultation

Consideration based upon interview	Where identified as being able to influence outcomes, the MMO could work with others to ensuring that the River Deben is kept clear for boating given that uses related to this activity are important to the local tourism economy
Responsibility	MMO, relevant stakeholders
Timescale	Ongoing

Fisheries have a role in "place making" and tourism

18.35 Fisheries are no longer seen as a major economic driver for coastal economies in this area. The fishing boats are predominantly beach based and under 10m. However, they are an important animator of ports, have an important tourism value and supply local restaurants and beachside fish stalls. This is seen as an important part of the quality sustainable local food agenda.

Table 18.10 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to seek, where possible, to maintain fisheries activity at current levels in local coastal communities.
Responsibility	MMO
Timescale	2011, ongoing

Coastal defence is seen as very important locally

18.36 While the MPS directs marine planning to liaise with terrestrial and coastal authorities (including LAs and the EA) on matters relating to coastal defence, it is not for the MMO to take a lead in directing developments relating to this activity. As such, the socio-economic implications of coastal defence matters are not a focus for this report.

18.37 Although not a focus of this report, the MMO will need to be aware that coastal defence is seen as a very important local issue. There are two aspects of this issue that go beyond the usual concerns about the economic impact of loss of property and land.

- Local evidence suggests that saline inundation of some areas would affect ground water supplies, making them saline, with onward implications for agricultural production as irrigation with ground water would no longer be possible. The local authority has informed us that with saline, the profitability of the agricultural land would significantly fall, as would employment, and the reduction of inputs to the local economy would be significant.
- Coastal rollback policies may mean the loss of some heritage assets (e.g.Martello towers) as well as landscape issues.

Cross cutting themes

MMO could be usefully represented on the Suffolk Coast Futures umbrella group

18.38 Suffolk Coast Futures has a steering group consisting of the Waveney and Suffolk Coastal District Councils, Suffolk County Council, the EA, Natural England, and the Suffolk Coast and Heaths AONB Unit. The group is constituted of the portfolio holders from each of the councils, the EA Area Manager, the Natural England Area Manager, and the AONB manager, and supporting officers. The Suffolk Coast Futures group covers all of the Suffolk Coast within the Stour and Orwell estuaries, with the exception of Babergh and Ipswich Borough Council areas. The group is funded by contributions from the EA and the three councils.

18.39 The local authority believes that engagement with this structure would be very helpful, given that would allow MMO engagement to be provided on specific projects, and would allow relationships to be built up. The fact that a number of local authorities and stakeholders are represented on the group also makes it a highly efficient form of liaising with local authorities. The local authority believes that the MMO would need to assign someone relatively senior to this liaison role.

18.40 Resources have been allocated to marine planning within the Waveney and Suffolk Coastal local authorities. Sam Hubbard, whilst based in Lowestoft, will be working specifically with marine planning across Waveney and Suffolk Coastal Districts. Bill Parker (Suffolk Coast Futures Officer - ICZM initiative) covers the entire Suffolk coast.[48]

Table 18.11 Table 1818.12 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to be represented on the Suffolk Coast Futures steering group
Responsibility	MMO, Suffolk Coast Futures steering group
Timescale	2011, ongoing

[48] Other key contacts were noted as Jane Burch, Coastal and Flooding Policy, Suffolk County Council, Trazar Astley-Reid , Suffolk Estuaries Officer based with Suffolk Coast and Heaths AONB Unit.

19 AREAS ADJACENT TO THE EAST MARINE PLAN AREA: IPSWICH

Introduction

19.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

19.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

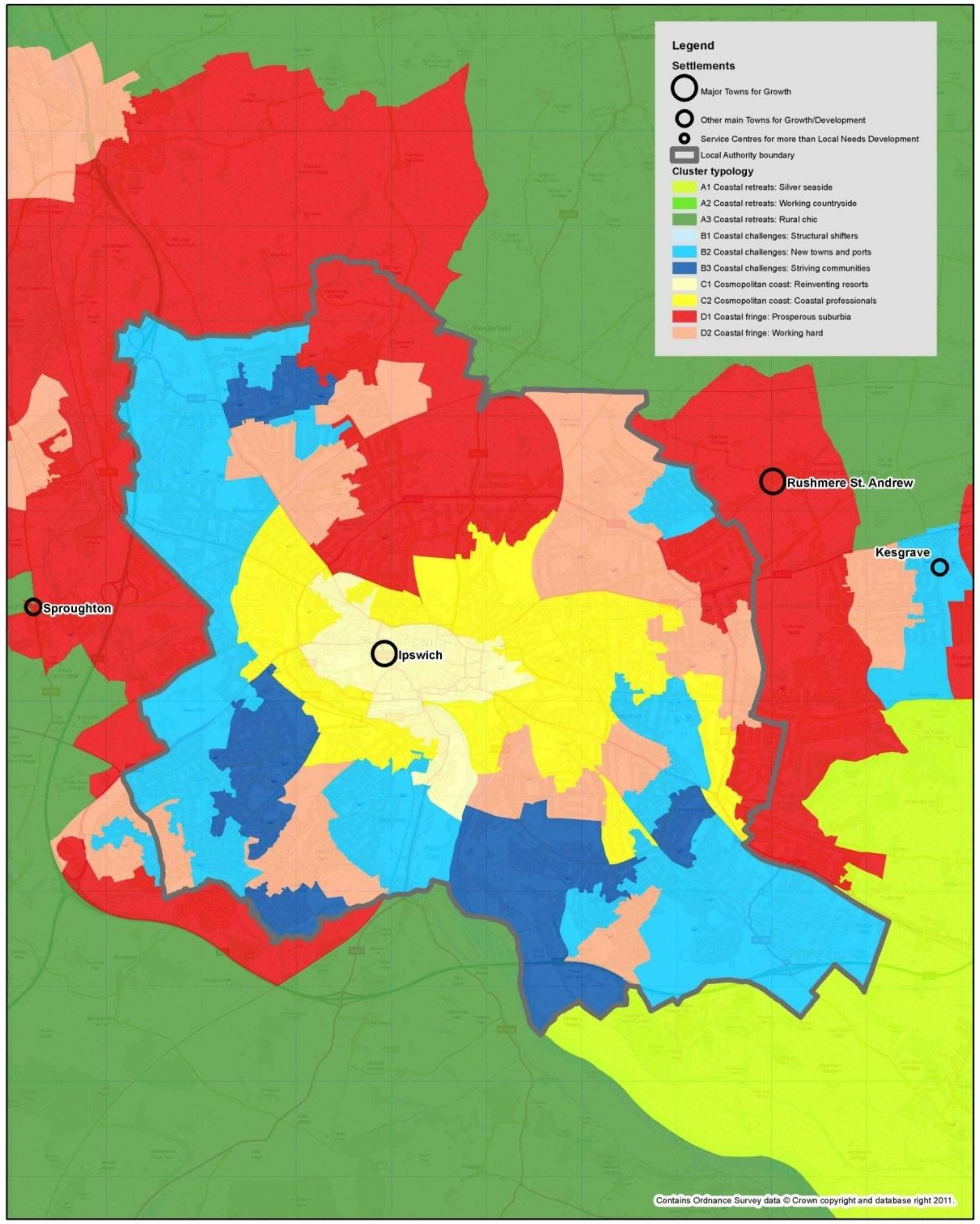
19.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

19.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

19.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 19.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

OCSI

19.6 The following table shows the typology breakdown for LSOAs in Ipswich, the East Marine area and England as a whole.

Table 19.1 LSOAs in Ipswich by typology

	Ipswich		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	0	0	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	0	0	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	0	0	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	0	0	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	21	26.6	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	10	12.7	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	4	5.1	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	20	25.3	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	7	8.9	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	17	21.5	164	12.6	1,615	16.1
Total	79	100	1,300	100	10,057	100

- The most common typology group in Ipswich is B2 Coastal challenges: New towns and ports, with 21 LSOAs (26.6% of the LSOAs in Ipswich in this group). The second most common group is C2 Cosmopolitan coast: Coastal professionals (25% of LSOAs).
- No LSOAs in Ipswich are classified in the coastal retreats group.

Understanding the local area: key reference data

19.7 The table below presents key reference data for the coastal area.

19.8 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

19.9 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 19.2 Key Reference Data

	Ipswich	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[49]	17.1	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	7.9	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	7.2	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.6	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [50]	45	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.0	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	5.2	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£395	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	10.7	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	379.3	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	393.1	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	9.6	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	8.1	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	24.39	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	13,973	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	26.6	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	2.9	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	19.2	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

19.10 Headline figures are as follows.

- The proportion of people qualified to degree level in Ipswich (17.1%) is above the average across the East Marine region (15.5%), but below the average across coastal England(19%) and England as a whole (23.5%).
- Recent employment growth in coastal Ipswich has been faster than average, with the number of jobs increasing by 7.2% between 2001 and 2008, compared with 5.6% growth

[49] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[50] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.

- Unempoyment levels are higher than the national average, with 4.6% receiving Jobseekers Allowance compared with 3.9% across England as a whole.

Labour productivity indicators

19.11 Headline figures are as follows.

- The average weekly household income in Ipswich (£395) is above that of the East Marine area (£389), but below the average across coastal England (£398) and England as a whole (£424).
- The stock of VAT registered businesses in Ipswich (393.1 per 10,000 businesses) is significantly lower than the East Marine Plan area (518), coastal (489) and national (546) averages.
- Business start-up rates are also below the national average, with new registrations representing 9.6% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. However, VAT de-registrations are above coastal and national averages.
- Ipswich has a higher proportion of people employed in knowledge industries (10.7%) than the coastal average (9%) but slightly below the national average (11%).
- Pupil attainment levels are also lower than the East Marine Plan area, coastal and national averages.

Social and economic outcomes

19.12 Headline figures are as follows.

- Deprivation levels are above average in coastal Ipswich, with 26.6% of LSOAs ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

19.13 Headline figures are as follows.

- Ipswich has a lower proportion of employee jobs in the public sector (19%) than the national average (20%).
- Ipswich is relatively diversified and not at risk of single industry failure.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

19.14 The settlement hierarchy is shown in figure 19.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

19.15 Policy CS2 of the Submission Draft Core Strategy sets out a policy for location and nature of development. Most new residential is to be focused in the city centre, Waterfront and Ipswich Village areas; new office, hotel, cultural facilities in Ipswich town centre; strategic employment site at Cranes (ICT and creative arts related); other employment uses to employment sites on the outer edges of Ipswich; and planned sustainable urban extension on the north fringe of Ipswich.

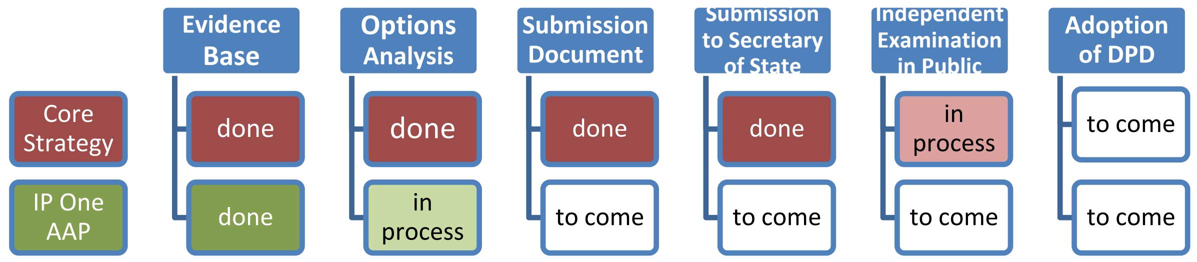
How can marine planners get involved in the local planning system?

19.16 Marine Planners can get involved in spatial plan making through monitoring of the Core Strategy once adopted, as well as in stages of development of the IP One Area Action Plan currently in progress. Key developing policies of interest to marine planners include:

- Development of the Ipswich Waterfront area through the IP One AAP
- Flood defence works needed to enable continued growth and expansion of Ipswich
- Potential tourism and recreation schemes as part of mixed development proposals on opportunity sites in Ipswich, including marina, moorings and marine related businesses

19.17 The diagram below shows the stage that Core Strategy is at:

Figure 19.2 Core Strategy process stage



19.18 Policies from the Submission Draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 19.3 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**CS 3** concerns the IP One AAP – it covers the central shopping area, Ipswich Waterfront, Village and Education Quarter. Amongst other things, the AAP will allocate sites for development in IP One, including land to provide approximately 2,000 dwellings; define and safeguard the Education Quarter to support the delivery of Phase 3 of the development of University Campus Suffolk; identify where new community facilities and open space should be provided within IP-one; and provide a framework for the delivery of regeneration in IP-one.
Theme Based Policies (economic including tourism, transport)	**CS13** concerns planning for jobs growth through provision of at least 18000 jobs 2001- 2025 through; allocation of at least 30ha of land, protecting existing employment uses and areas; allocation of other employment generating uses; allocation of former Crane's site as a strategic site; supporting growth of University Campus Suffolk to raise skills and qualifications levels. **CS18** supports continued work to implement the flood defence management strategy needed to enable continued growth and expansion of Ipswich. **CS20** develops east - west transport capacity including transport package proposals to enable development of the Island site. Support for rail upgrading of the Felixstowe - Nuneaton line is also given.

19.19 The IP One AAP Preferred Options document includes the following.

Table 19.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Scale of development proposed	Preferred approach - to extend the town centre boundaries, including southwards to include the northern quays and the eastern quays to the brewery. Overall levels of job growth are 16,000 for the Ipswich area, of which the AAP area is a part.
Key employment policies	Five employment policies proposed. Mixed uses in waterfront areas are seen as a means of accommodating flood risk (residential properties on first floor, commercial on ground floor).
Education/training policies	Opportunity sites include the Education Quarter; mixed use including FE/HE uses (University Campus Suffolk, waterfront promenade, residential, business,
Regeneration/change sites	A heritage based centre at the Island site is proposed, that relates to the lock and its associated harbour master buildings. Opportunity sites include: The Island proposed for mixed use including marina, moorings, marine related businesses, residential, cultural, promenade. Over Stoke Waterside - linking Stoke suburb with the waterfront. Riverside West - linking development back to the waterfront, riverside walks etc; River Corridor - mixed use; The Waterfront itself acts as an attraction where it is important that site allocations and policies retain its particular character and interest. The mixed use allocation at the Island Site should help to retain its historic interest. Other cultural uses would still be welcomed if proposed as part of development packages
Other relevant policies/strategies	Proposal to safeguard line of a Wet Dock crossing to relieve traffic pressures and increase connectivity between west and east quay areas. This will help integrate waterfront into town centre areas.

The Core Strategy is nearing completion

19.20 The Core Strategy is currently going through examination with an Inspectors decision expected in September and adoption in the autumn 2011. Any AAPs would then follow.

Maximising benefits: selected issues and considerations from consultation

19.21 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

19.22 The key marine activities are

- Ports and shipping
- Tourism

Redevelopment of vacant port space for housing is expected to continue

19.23 Ipswich port undertakes some boat building (yachts), and the port deals with non-containerised cargoes (often in aggregates and timber). The town has seen a significant amount of housing redevelopment of redundant port sites in recent years, and there are still sites on the fringes of the port area which lend themselves to housing. The County believes that the Ipswich housing market is likely to recover sooner than that of Lowestoft, given its closer proximity to London. There have been some conflicts between residents of new housing and the existing port industrial activities, but the County believes that there is still sufficient space for industrial activity and new residential activity to coexist.

19.24 More broadly taking forward city centre regeneration schemes has been hit by the recession. The Borough Council would welcome liaison with the MMO if marine planning can support any kickstart to these.

Table 19.5 Issues for consideration - selected views from consultation

Consideration based upon interview	Where appropriate, MMO to provide support for local attempts to provide a new or evolving economic rationale for port areas in Lowestoft.
Responsibility	MMO, relevant stakeholders
Timescale	2011, ongoing

Making the most of Ipswich port

19.25 Ipswich port is an important exporter of agricultural produce and is owned and managed by ABP. Through economic development functions, the Borough Council is keen to support its activities as important in the local economy and in the context of the wider Haven Gateway partnership (The Haven Gateway brings together the ports of Felixstowe, Harwich, Ipswich, Mistley and surrounding hinterlands. It includes the boroughs of Ipswich and Colchester as well as Tendring, and much of the Suffolk Coastal and Babergh districts)

19.26 The Borough Council is keen to identify opportunities from marine planning that Ipswich port could benefit from. This would also need to link to ABP port development plans. However development plans would be dependent on flood defence proposals which are yet to be completed and incorporate flood gates and a tidal barrier.

19.27 Although no specific data on correlation of employment in the port with employees from Ipswich and specifically from areas of deprivation has been identified, employment in the port could support regeneration activity to open up more employment opportunities to people in areas of deprivation in Ipswich.

Table 19.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to discuss development intentions and opportunities in relation to Ipswich port with both the Borough Council and ABP.
Responsibility	MMO, relevant stakeholders
Timescale	As part of stakeholder engagement on East Marine area plan

Developing marina and moorings in the River Orwell

19.28 The Borough Council has marinas and moorings in the River Orwell with potential to expand these for tourism benefits. Again their development would be dependent on completion of flood defence proposals. There are no specific plans at present but this could be a potential area of activity

Table 19.7 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO may wish to discuss development opportunities with Ipswich Borough Council
Responsibility	MMO, Ipswich Borough Council
Timescale	As part of stakeholder engagement on East Marine Area plan.

There are transport infrastructure capacity issues around Ipswich, with knock on effects for Felixstowe

19.29 The MMO should be aware that there are road and rail capacity issues in the Ipswich area (around the A12/A14 and the rail line through Ipswich) which require improvement in order to facilitate the ongoing development of Felixstowe in particular.

Liaison with the new Council administration

19.30 Following Council elections, there is an opportunity to engage with the new administration at the Borough Council through the Marine Plan and its stakeholder engagement. It would be valuable to present the marine planning process to key portfolio holders and officers in the Council, potentially when objectives for the Plan are in development and after summer 2011.

20 AREAS ADJACENT TO THE EAST MARINE PLAN AREA: BABERGH

Introduction

20.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

20.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process. Babergh was not able to participate in the interview process, so no considerations are included here.

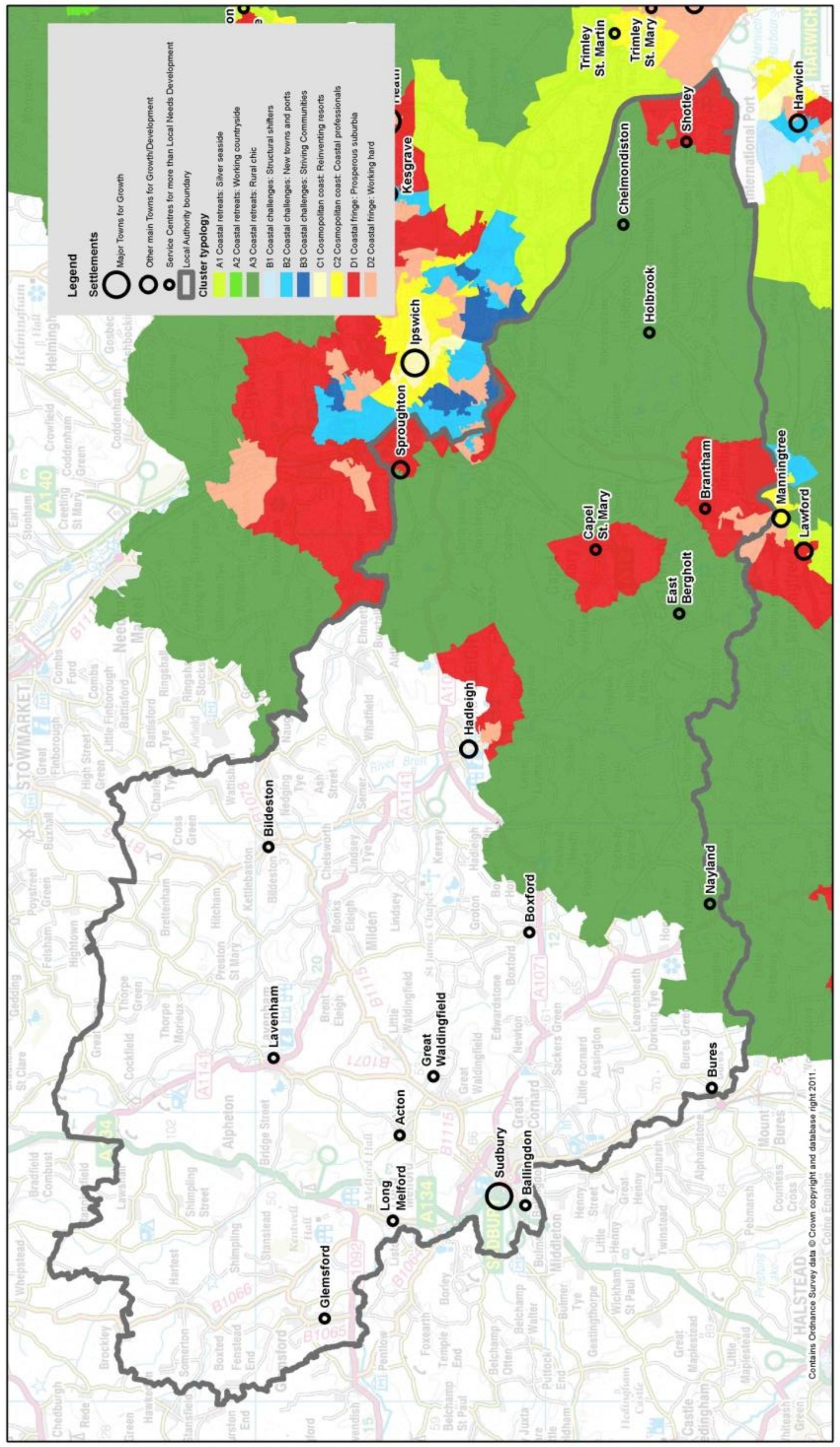
20.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

20.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

20.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 20.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

20.6 The following table shows the typology breakdown for LSOAs in coastal Babergh, the East Marine area and England as a whole.

Table 20.1 LSOAs in coastal Babergh by typology

	Babergh (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	0	0	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	0	0	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	10	47.6	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	0	0	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	1	4.8	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	0	0	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	0	0	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	0	0	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	7	33.3	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	3	14.3	164	12.6	1,615	16.1
Total	21	100	1,300	100	10,057	100

- The majority of LSOAs in Babergh (coastal) are in the 'Coastal Retreat' and 'Coastal Fringe' typology groups.
- The most common typology groups in coastal Babergh are A3 Coastal retreats: Rural Chic, with 10 LSOAs in this group (48% of the LSOAs in coastal Babergh).

Understanding the local area: key reference data

20.7 The table below presents key reference data for the coastal area.

20.8 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

20.9 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 20.2 Key Reference Data

	Babergh (coastal)	Babergh (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[51]	24.6	19.5	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	1.8	2.9	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	7.2	7.2	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	1.7	2.4	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [52]	35.9	43.9	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	1.8	3.0	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	2.6	3.9	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£486	£452	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	10.7	10.7	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	437.6	421.9	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	755.5	755.5	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	7.7	7.7	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.4	6.4	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	9.28	13.02	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	25,010	21,372.8	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	0.0	0.0	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	2.1	5.6	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	19.2	19.2	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

20.10 Headline figures are as follows.

[51] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[52] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

- Skill levels are relatively high in coastal Babergh, with the proportion of people qualified to degree level (24.6%) above the average across the East Marine region (15.5%), coastal England (19%) and England as a whole (23.5%).
- Unemployment levels across coastal Babergh are below the national average, with 1.7% of working age adults receiving unemployment benefit, compared with 3.9% across England as a whole.
- Recent employment growth levels in coastal Babergh has been strong, with the proportion of jobs increasing by 7.2% between 2001 and 2008, compared with 4.6% increase across the region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

20.11 Headline figures are as follows.

- The average weekly household income in coastal Babergh (£486) is above the East Marine (£389) and the Coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in coastal Babergh (755.5 per 10,000 businesses) is higher than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 7.7% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Coastal Babergh has a higher proportion of people employed in knowledge industries (10.7%) than the coastal (9%) average, but slightly below national averages (11%).

Social and economic outcomes

20.12 Headline figures are as follows.

- Deprivation levels are low in coastal Babergh, with no LSOAs ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

20.13 Headline figures are as follows.

- Babergh (coastal) has a lower proportion of employee jobs in the public sector (19.2%) than the national average (20%).
- Babergh (coastal) has a lower concentration of jobs in single industries (2.1%) than the national (4.4%) average.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

20.14 The settlement hierarchy is shown in figure 20.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

20.15 The Core Strategy options paper identifies Babergh. Sudbury, Hadleigh and the Ipswich fringe are the main foci for growth and development. The Core Strategy options 2010 consultation suggested 15 key service centres and 17 'other villages' suitable for small scale local needs across the district. Other small villages and hamlets would not be considered sustainable locations for development.

How can marine planners get involved in the local planning system?

20.16 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Core Strategy, as well as in stages of development of Area Action Plans should they be proposed. Key developing policies of interest to marine planners include:

- The potential tourism role of the Shotley peninsula
- Focus on East Ipswich as one of three potential employment growth areas

20.17 The diagram below shows the stage that Core Strategy has reached.

Figure 20.2 Core Strategy process stage

20.18 Policies from the draft Core Strategy Options paper that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 20.3 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	Three areas identified as potential employment growth areas; one is East Babergh/Ipswich fringe/Shotley peninsula. Babergh is part of the Haven Gateway subregion, with Ipswich and the Port of Felixstowe as important economic drivers. Coastal villages such as Chelmondiston and Shotley are recognised as having an important role in tourism and leisure within the district, where appropriate new development supported by the local community would be encouraged.
Theme Based Policies (economic including tourism, transport)	No specific policies yet. The options discussion paper looks at scenarios for employment ranging from a growth in jobs over the plan period of between 8,100 to 10,480 jobs.

21 AREAS ADJACENT TO THE EAST MARINE PLAN AREA: NORTH YORK MOORS NATIONAL PARK AND SCARBOROUGH BOROUGH

Introduction

21.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

21.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

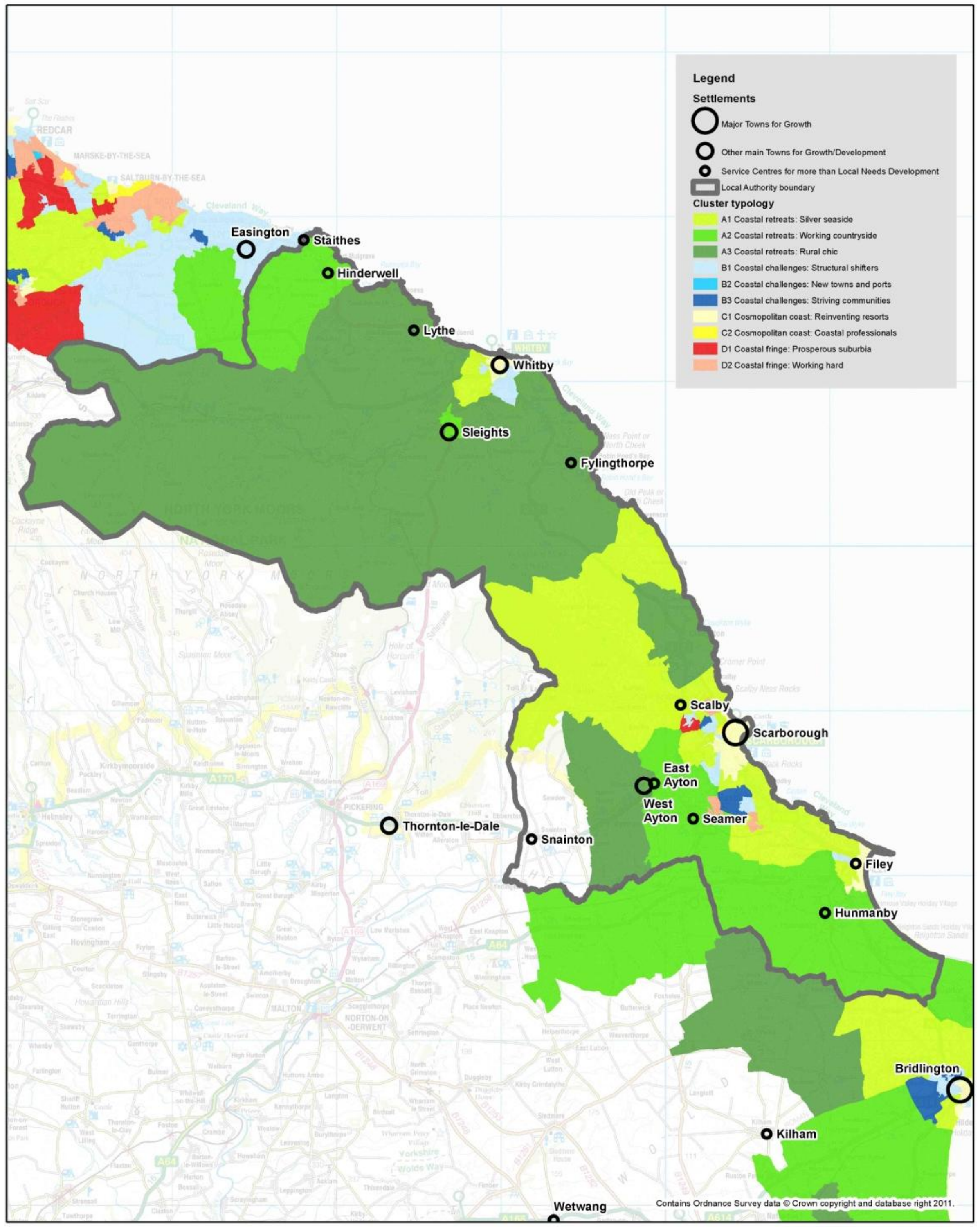
21.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

Understanding the local area: typologies

21.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

21.5 The map also shows the settlement hierarchy, which we discuss later in this section.

Figure 21.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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OCSI

21.6 The following table shows the typology breakdown for LSOAs in coastal Scarborough, the East Marine area and England as a whole.

Table 21.1 LSOAs in coastal Scarborough by typology

	Scarborough (coastal)		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	17	24.3	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	8	11.4	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	8	11.4	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	11	15.7	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	0	0	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	3	4.3	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	18	25.7	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	1	1.4	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	1	1.4	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	3	4.3	164	12.6	1,615	16.1
Total	70	100	1,300	100	10,057	100

- Scarborough (coastal) contains a mix of typologies. The most common typology group in coastal Scarborough is C1 Cosmopolitan coast: Reinventing resorts, with 18 LSOAs (26% of the LSOAs in coastal Scarborough) in this group. Other predominant typology groups include A1 Coastal retreats: Silver seaside (24% of LSOAs) and B1Coastal challenges: Structural shifters (16%).

21.7 The table below shows the typology make-up of the two largest settlements in coastal Scarborough – Scarborough (town) and Whitby.

- The most common typology group in coastal Scarborough town is C1 Cosmopolitan coast: Reinventing resorts, with 14 LSOAs (34%) in this group.
- Whitby is comprised of three typology groups, A1 Coastal retreats: Silver seaside, B1 Coastal challenges: Structural shifters and C1 Cosmopolitan coast: Reinventing resorts.

Table 21.2 LSOAs in key settlements in Scarborough by typology

	Scarborough		Whitby	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	12	29.3	3	33.3
A2 Coastal retreats: Working countryside	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0
B1 Coastal challenges: Structural shifters	7	17.1	3	33.3
B2 Coastal challenges: New towns and ports	0	0	0	0
B3 Coastal challenges: Striving communities	3	7.3	0	0
C1 Cosmopolitan coast: Reinventing resorts	14	34.1	3	33.3
C2 Cosmopolitan coast: Coastal professionals	1	2.4	0	0
D1 Coastal fringe: Prosperous suburbia	1	2.4	0	0
D2 Coastal fringe: Working hard	3	7.3	0	0
Total	41	100	9	100

Understanding the local area: key reference data

21.8 The table below presents key reference data for the coastal area.

21.9 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

21.10 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 21.3 Key Reference Data

	Scarborough (coastal)	Scarborough (All)	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation						
People qualified to degree level (2009) (%)[53]	21.1	18.2	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	2.4	5.9	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	-1.3	7.5	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.5	3.5	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [54]	79.4	52.0	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.1	4.6	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	6.8	6.2	6.0	6.3	5.1	5.4
Labour productivity						
Net weekly household income (equivalised) after housing costs(2007/08) ***	£367	£409	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	4.0	4.6	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	428.2	377.4	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	574.8	605.3	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	8.1	7.6	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	6.7	6.6	6.9	7.3	7.6	7.4
Outcomes / deprivation						
Index of Multiple Deprivation (IMD) 2010 - average score	25.03	21.12	28.98	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	13,298	15,181	10,598	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	20.0	11.5	34.0	20.6	19.7	20.0
Risks						
Concentration of single industries, 2008 (%) *	1.9	4.9	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	20.6	21.6	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

21.11 Headline figures are as follows.

- The proportion of people qualified to degree level in coastal Scarborough (21.1%) is above the average across the East Marine region (15.5%) and the England coastal average (19%), but below the national average (23.5%).
- Worklessness levels are high when compared against the East Marine Plan area, coastal, and national averages, with a higher proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.
- Recent employment growth in coastal Scarborough has been slower than average, with the number of jobs falling by 1.3% between 2001 and 2008, compared with a 5.6% *increase* across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

21.12 Headline figures are as follows.

- The average weekly household income in coastal Scarborough (£367) is below the East Marine (£389), coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in coastal Scarborough (574.8 per 10,000 businesses) is higher than the East Marine Plan area (518), and national average (546).
- Business start-up rates are lower than average, with new start-ups representing 8.1% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Similarly, VAT de-registrations are below coastal and national averages.
- Scarborough (coastal) has a significantly lower proportion of people employed in knowledge industries (4%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

21.13 Headline figures are as follows.

- Average deprivation levels in coastal Scarborough are above the national average, with 20% of local coastal areas lying in the most deprived 20% of areas across England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

21.14 Headline figures are as follows.

- Scarborough (coastal) has a slightly higher proportion of employee jobs in the public sector (20.6%) than the national average (20%).
- By contrast, coastal Scarborough has a lower concentration of jobs in single industries (1.9%) than the national (4.4%) average.

[53] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[54] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

21.15 The settlement hierarchy is shown in figure 21.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

21.16 The North York Moors National Park Core Strategy does not set a target for new housing as all housing development is to be for local needs. The settlement hierarchy identifies the local service centre as Helmsley, Seven service villages are then identified including Easington, Scalby, Sleights and East and West Ayton where some development will go. Local service villages including Fyllingthorpe, Lythe, Hinderwell and Staithes will accommodate local needs housing and some employment. Other villages would focus on local needs housing.

21.17 Scarborough is identified as the Borough's sub regional centre and the coastal area's main centre where most development will be focused. Whitby is identified as a principal town (for local needs development in order to reflect the high quality character of the town). Local service centres are then identified as Filey (family resort) and Hunmansby where development should recognise their joint role in providing services for the southern part of the Borough. Service villages are set out as Burniston, East & West Ayton, Seamer, Sleights, Snainton (for small scale development). Beyond that non service villages would accommodate local needs development only.

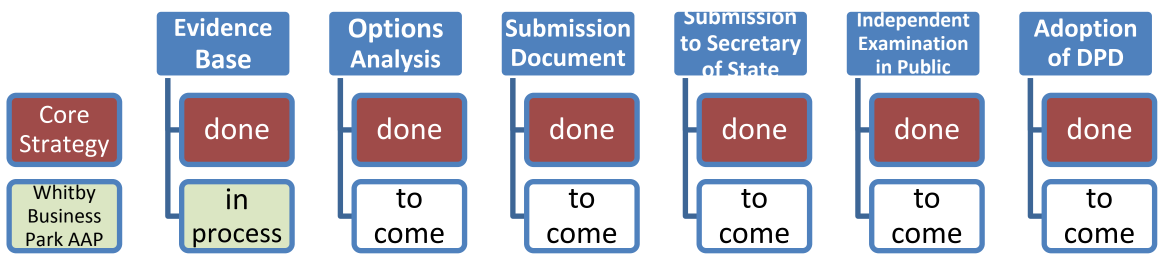
How can marine planners get involved in the local planning system?

21.18 Marine Planners can get involved in spatial plan making through the next formal consultation point on the Scarborough draft Core Strategy and through monitoring of the adopted North York Moors Core Strategy, as well as through the proposed Whitby Business Park AAP. Key developing policies of interest to marine planners include:

- Proposals for a stronger all year tourism offer including enhanced yachting facilities
- Strategic growth proposals for Scarborough

21.19 The diagram below shows the stage that Core Strategy is at in the North York Moors National Park.

Figure 21.2 Core Strategy process stage (North York Moors National Park)



21.20 The diagram below shows the stage that Core Strategy is at in Scarborough Borough.

Figure 21.3 Core Strategy process stage (Scarborough)

21.21 Policies from the North York Moors Adopted Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 21.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities: North York Moors
Area Based Policies	A Whitby Business Park AAP Discussion Paper has been jointly produced with Scarborough Borough Council. The. AAP is intended to coordinate the planning approach and act as a catalyst to further development of the Business Park.
Theme Based Policies (economic including tourism, transport)	**Core Policy H** identifies that main new employment will be in locations including Whitby Business Park, service villages and local service villages. Development Policy 10 - supports new training and employment developments in service villages, local service villages. **Development Policy 13** supports agricultural diversification. **Development Policy 14** supports sustainable tourism development.

21.22 Policies from the Scarborough Preferred Options Core Strategy document that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 21.5 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities: Scarborough Borough
Area Based Policies	**SGA1** refers to south Scarborough strategic growth area for 2500-3000 new homes (opportunity for walking links with Business Park).
Theme Based Policies (economic including tourism, transport)	**EC1** concerns maintaining a supply of employment land. It includes retaining undeveloped land at Scarborough Business Park as part of a long term strategy for employment land **EC2** concerns developing a stronger year round tourism offer. Text notes enhanced yachting facilities at the harbour is providing opportunities for attracting higher value tourism to the town; and a need to improve tourism accommodation in some locations e.g. North Marine area in Scarborough. Coastal erosion is an issue for tourism development in rural areas - roll back policy (ENV3) is set out for rural tourism accommodation e.g. caravan park development). **INF1** - sustainable transport policy, includes promoting new rail links for passengers and freight; and a new link road route for Scarborough Business Park. **INF2** on community facilities includes expanding FE and HE facilities to support local skills development including an HE campus at Scarborough with a focus on digital/creative sector.
Coastal specific	**DEV1** development in the countryside. Preferred approach includes 'permit only essential development along the Borough's undeveloped coast in response to the threat of coastal erosion and the value of the Borough's distinctive coastal landscape'. Text notes coastal landscape important for tourism, recreation and quality of life.

In the National Park, the Core Strategy is complete

21.23 The National Park Authority has adopted its Core Strategy and development policies. No Site Allocations DPD was produced, and nor are there plans to produce one.[55] The MMO will be consulted on future planning documents.

21.24 The National Park Authority is currently in the process of consulting on the National Park Management Plan. The MMO may wish to review this. The National Park will contact the MMO for any proposals involving a specific marine element.

In Scarborough borough, the Core Strategy is being drafted, and will contain a Coastal Zone Management policy

21.25 The Scarborough Core Strategy is now at drafting stage. Scarborough has had two rounds of consultation on Issues and Options and then Preferred Options, and is now drafting the final Core Strategy. The Borough expects to submit the final Core Strategy by the end of 2011.

21.26 The Core Strategy is going to have a Coastal Zone Management policy which will seek to defend environmental elements which are critical to the economy. MMO input is sought on the development of this policy. Further opportunities for consultation will be available at public consultation and public examination, but the MMO has an opportunity to help shape the content of the policy if it engages early.

21.27 The Site Allocations DPD will be produced by the end of 2011.

21.28 An Area Action Plan is scheduled for production in 2012.

In the National Park, neighbourhood planning may grow in importance, but the issue is not seen as likely to have great relevance for marine planning in Scarborough

21.29 Around 15 parishes have produced Parish Plans, although none of the existing Plans relate to coastal areas. Many are around 10 years old. They set out what the parish would want to see happen (from new notice board to fewer cars parked on the street, more affordable housing, design related issues).

21.30 However, the extent to which neighbourhood planning will be picked up by local communities, and the extent to which there are real implications remains to be seen. No parish council has currently expressed an interest in neighbourhood planning.

Maximising benefits: selected issues and considerations from consultation

21.31 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The major marine-related activities in the National Park

21.32 The National Park Authority sees the following marine-related activities as having the major impact over the plan period.

- Tourism and recreation, which is a national park purpose.
- Renewable Energy. Although there are no specific proposals at the moment, the Park Authority anticipates increasing pressure in this area in future. For example, the implications of the Dogger Bank windfarm, and associated interconnectors might require land at Whitby Business Park to be used for associated uses (although specific requirements are not known at this stage)
- Fisheries are a relatively modest employer but will continue to be locally important.

Major marine activities in Scarborough borough

21.33 Major marine activities are

- Tourism and related water quality issues and beach erosion issues.
- Fisheries– this is now a small proportion of total economic activity in the borough. But fisheries is important in an area with a relatively low skills base and peripherality issues. In terms of marine plans, important that the marine plan identifies the right conditions of marine management.
- Energy– there has been discussion about using offshore wind to help the diversification of the local economy. Whitby Business Park has been seen as a potential location for an offshore infrastructure facility for cabling, and Whitby is seen as a possible site for turbine maintenance.

[55] Note that the National Park is currently producing an Action Plan for the Whitby Business Park (because this partly in the National Park area). This will allocate further land for the site and improve what is already there. There is no specific marine focus to the business park expansion, but Whitby Seafoods has a large presence there, undertaking seafood storage and processing activities. Land might also be required for uses associated with the Dogger Bank windfarm.

Tourism is central to the economy of the borough. Specific MMO involvement is sought to help Scarborough borough

21.34 Tourism is seen as central to the Scarborough economy. The coastal environment is central to Scarborough's tourism offer, and so is seen as an important economic as well as environmental asset.

21.35 There are two major considerations in the maintenance of the coastal environment for tourism.

- Bathing water quality. Though much progress has been made in this area, a continued focus needs to be maintained.
- The maintenance of the beach. There is concern about the consequences of sea level rise resulting from climate change. The amenity of the beach is key to Scarborough tourism. But if sea levels continue to rise, there is concern that the management of the bay becomes more difficult. Currently, natural processes shift sand from one end of bay to the other. Sand is currently transported back in order to manage natural depletion. Over the longer term, there are concerns that this will this become a bigger problem, and that funds might not be available to pay for the remediation process.

21.36 Scarborough Borough Council will begin to formalise the latter two problems within the Core Strategy. The Council intends to develop a Coastal Zone Management Policy as part of the Core Strategy which will set how these assets can be maintained into the long term.

Table 2121.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO to provide assistance with the Core Strategy Coastal Zone Management Policy where appropriate
Responsibility	MMO/ Scarborough Borough Council
Timescale	Urgent - July 2011

Tourism is central to the National Park's purposes, but there appear to be relatively few implications for the MMO

21.37 However tourism and recreation projects tend to be incremental and low impact, and do not have obvious specific relationships to marine activity. The Coastal Path, for example, runs above high tide mark, so the National Park suggests that there are relatively few implications for marine planning.

There are proposals for a potash mine which will extend out to sea. The proposed development is within the National Park area

21.38 Boulby potash mine is currently mining for potash under the sea off the northern part of the National Park's coastline. Development to date relates to boreholes on land. Proposals may develop for further potash mining between Whitby and Scarborough but the extent and timescales are not known. National Park Development Manager Mark Hill has been in contact with the MMO.

Table 21.7 Issues for consideration - selected views from consultation

Consideration based upon interview	Continued collaboration with the National Park Authority regarding potash mine proposals. Note that the MMO is already aware.
Responsibility	MMO, relevant stakeholders
Timescale	Ongoing

Coastal erosion represents a significant local issue

21.39 The Shoreline Management Plan accepts the broad principle of managed retreat, but there are certain points on the coast that will be defended (such as Staithes and Port Mulgrave). Erosion is a significant local issue, although not one within the immediate remit of the MMO.

There are no other specific development projects that require MMO / National Park liaison

21.40 The National Park is currently consulting on its Management Plan. The reaction to the plan expressed through the consultation has suggested that most wish to see the National Park continue as it has in the past, with a maintained focus on delivering the National Park purpose of promotion of the enjoyment and understanding of the Park.

Cross cutting issues

The Coastal Forum represents an efficient way of building local relationships

21.41 The Coastal Forum represents a good mechanism to discuss potential conflicts. This is because the Coastal Forum contains representation from the National Park, Scarborough Borough Council, Redcar and Cleveland Council, North Yorkshire County Council, Natural England and the Environment Agency. The Forum covers the Heritage Coast (which includes all of the National Park coastline, and a little way into Scarborough and Redcar). Although the Forum does not deal with planning as such, it does produce the Heritage Coast Management Plan. The Coastal Forum would like to be kept aware of marine plans as they develop.

21.42 The National Park is aware of the MMO's role as consultee, and will seek to involve MMO in future plans and strategies.

21.43 For its part, the MMO should contact the National Park Director of Planning in the first instance for any National Park input to marine proposals.

Table 21.8 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO could liaise with the Heritage Coast Forum and directly with the National Park Authority on Marine Planning where appropriate
Responsibility	MMO, Heritage Coast Forum, National Park Authority
Timescale	Ongoing

22 AREAS ADJACENT TO THE EAST MARINE PLAN AREA: TENDRING

Introduction

22.1 In this section, we provide marine planners with a range of information that will assist them in the production of the marine plan.

22.2 Here, we provide data on local socio-economic processes (including local typologies, and information on labour utilisation and labour productivity); information on local deprivation, which can be seen as an outcome of these processes; settlement hierarchies; a view on where local terrestrial planning processes are, and how marine planning processes might be best integrated into the terrestrial planning process; and a number of considerations that suggest in practical terms how marine planning and terrestrial planning might work to deliver genuine socio-economic benefits for the local area. Note that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

22.3 An explanation of the approach we have used here is provided in the introduction to this report. Our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*) provides more detail.

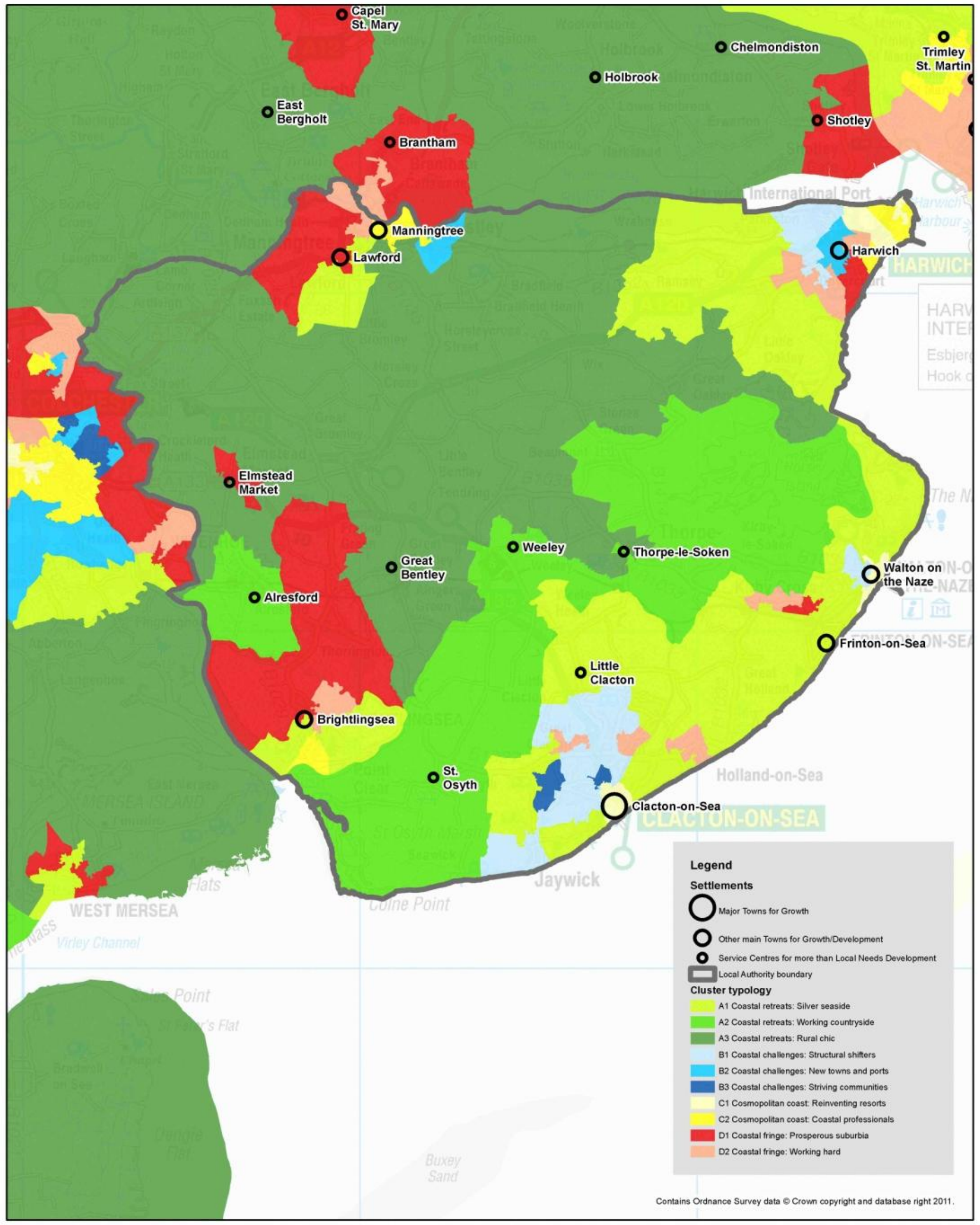
Understanding the local area: typologies

22.4 The following map shows which socio-economic typologies are the best fit to the coastal Lower layer Super Output Areas (LSOAs) in this local authority area. Please refer to the introduction for an explanation of the characteristics of the different typologies.

22.5 The map also shows the settlement hierarchy, which we discuss later in this section.

22.6 The following map shows the typologies present in the area.

Figure 22.1 Typologies Map



LSOAs are Super Output Areas, a statistical geography developed for the Census
Source: 2001 Census Super Output Area Boundaries.Crown copyright 2004, ONS
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Produced by Oxford Consultants for Social Inclusion, www.ocsi.co.uk, July 2011

22.7 The following table shows the typology breakdown for LSOAs in Tendring, the East Marine area and England as a whole.

Table 22.1 LSOAs in Tendring by typology

	Tendring		East Marine area		England	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	25	27.8	123	9.5	755	7.5
A2 Coastal retreats: Working countryside	7	7.8	217	16.7	497	4.9
A3 Coastal retreats: Rural chic	8	8.9	95	7.3	608	6.0
B1 Coastal challenges: Structural shifters	18	20	248	19.1	950	9.4
B2 Coastal challenges: New towns and ports	3	3.3	64	4.9	1,216	12.1
B3 Coastal challenges: Striving communities	3	3.3	155	11.9	1,244	12.4
C1 Cosmopolitan coast: Reinventing resorts	6	6.7	64	4.9	632	6.3
C2 Cosmopolitan coast: Coastal professionals	4	4.4	67	5.2	1,062	10.6
D1 Coastal fringe: Prosperous suburbia	6	6.7	103	7.9	1,478	14.7
D2 Coastal fringe: Working hard	10	11.1	164	12.6	1,615	16.1
Total	90	100	1,300	100	10,057	100

- Tendring contains a mix of typologies, with LSOAs in each of the ten typology groups.
- The most common typology group in Tendring is A1 Coastal retreats: Silver seaside, with 25 LSOAs (28% of the LSOAs in Tendring) in this group. Other common typology groups include B1 Coastal challenges: Structural shifters (20% of LSOAs) and D2 Coastal fringe: Working hard (11% of LSOAs) and D2 Coastal fringe: Working hard (11% of LSOAs).

22.8 The table below shows the typology make-up of the three largest settlements in Tendring – Clacton-on-Sea, Harwich and Frinton and Walton.

- In Clacton-on-Sea the most common typology group is B1 Coastal challenges: Structural shifters, accounting for 38% of LSOAs. The other prominent typology group in Clacton-on-Sea is A1 Coastal retreats: Silver seaside (32% of LSOAs)
- Harwich contains a mix of typology groups, with the most common group D2 Coastal fringe: Working hard (21% of LSOAs).
- The most common typology group in Frinton and Walton is A1 Coastal retreats: Silver seaside, with two-thirds of LSOAs in this typology group.

Table 22.2 LSOAs in key settlements in North Lincolnshire by typology

	Clacton-on-Sea		Harwich		Frinton and Walton	
	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)	LSOAs (N)	LSOAs (%)
A1 Coastal retreats: Silver seaside	11	32.4	2	14.3	8	66.7
A2 Coastal retreats: Working countryside	0	0	0	0	0	0
A3 Coastal retreats: Rural chic	0	0	0	0	0	0
B1 Coastal challenges: Structural shifters	13	38.2	2	14.3	1	8.3
B2 Coastal challenges: New towns and ports	0	0	2	14.3	0	0
B3 Coastal challenges: Striving communities	3	8.8	0	0	0	0
C1 Cosmopolitan coast: Reinventing resorts	3	8.8	2	14.3	1	8.3
C2 Cosmopolitan coast: Coastal professionals	0	0	2	14.3	0	0
D1 Coastal fringe: Prosperous suburbia	0	0	1	7.1	1	8.3
D2 Coastal fringe: Working hard	4	11.8	3	21.4	1	8.3
Total	34	100	14	100	12	100

Understanding the local area: key reference data

22.9 The table below presents key reference data for the coastal area.

22.10 We have split data into the two categories of labour utilisation and labour productivity. We then look at deprivation outcomes and economic risks. This categorisation is in line with our review of coastal socio-economic processes found in our national report (entitled *Maximising the socio-economic impacts of marine planning for English coastal communities*).

22.11 We have used a traffic light system to highlight issues in which the area performs worse or better than the England average. So for example, an area which performs better than the national average is shaded green, a similar performance to the national average is shaded amber and a worse performance is shaded red.

Table 22.3 Key Reference Data

	Tendring	East Marine area	England Coastal	England Non Coastal	England
Labour utilisation					
People qualified to degree level (2009) (%)[56]	13.9	15.5	19.1	25.5	23.5
Population growth 2001-2009 (% change)	6.8	6.0	4.0	5.1	4.8
Jobs growth 2001-2008 * (% change)	1.4	5.6	4.8	5.3	5.0
Jobseekers Allowance claimants (2011) (%)	4.6	4.8	4.0	3.8	3.9
Seasonal unemployment (2010) [57]	53.6	60.9	53. 0	48.0	50.0
Income Support claimants (2010) (%)	5.7	5.0	5.3	4.8	4.9
Incapacity Benefit claimants (2010) (%)	7.5	6.0	6.3	5.1	5.4
Labour productivity					
Net weekly household income (equivalised) after housing costs(2007/08) ***	£385	£389	£398	£435	£424
Employment in knowledge industry, 2009 (%) *	5.9	6.3	9.0	11.6	11.0
Average Point Score GCSE, 2008/09	394.9	409.3	420.9	423.4	422.6
Business stock per 10,000 population, 2007 **	477.9	518.0	488.6	565.9	545.7
VAT registrations (as a % of total stock), 2007 **	8.3	8.6	10.1	10.8	10.4
VAT de-registrations (as a % of total stock), 2007 **	7.9	6.9	7.3	7.6	7.4
Outcomes / deprivation					
Index of Multiple Deprivation (IMD) 2010 - average score	24.48	23.62	22.78	21.2	21.67
IMD 2010 - average rank (where 1 is most deprived)	13,301	14,791	15,475	16,585	16,241
% of LSOAs in the most deprived 20%	16.7	22.1	20.6	19.7	20.0
Risks					
Concentration of single industries, 2008 (%) *	4.5	3.3	3.5	4.7	4.4
Public sector employment, 2008 (%)*	20.1	20.4	22.0	18.7	20.0

Data is based on Lower layer Super Output Area (LSOA) datasets, except for: * Data is based on Travel-To-Work-Area level datasets; ** Data is based on Local Authority level datasets *** Data is based on MSOA level datasets.

For more details see 'Typologies - Methods and Outputs' report (under separate cover)

Productivity performance indicators: labour utilisation rates

22.12 Headline figures are as follows.

- Skill levels are low in coastal Tendring ,with the proportion of people qualified to degree level (13.9%) below the average across the East Marine region (15.5%) the coast as a whole (19%) and the England average (23.5%).
- Worklessness levels are high when compared against the East Marine Plan area, coastal, and national averages, with a higher proportion of people claiming Jobseekers Allowance, Income Support and Incapacity Benefits.
- Recent employment growth in coastal Tendring has been slower than average, with the number of jobs increasing by 1.4% between 2001 and 2008, compared with 5.6% growth across the East coast region, 4.8% increase across coastal areas and 5% increase across England as a whole.

Labour productivity indicators

22.13 Headline figures are as follows.

- The average weekly household income in coastal Tendring (£385) is below that of the East Marine area (£389), as well as coastal (£398) and national (£424) averages.
- The stock of VAT registered businesses in Tendring (395 per 10,000 businesses) is also lower than the East Marine Plan area (518), and national (546) averages.
- Business start-up rates are lower than average, with new start-ups representing 8.3% of business stock, compared with a coastal average of 10.1% and an England average of 10.4%. Business closures are higher, with de-registrations representing 7.9% of business stock, compared with 7.4% across England.
- Coastal Tendring has a lower proportion of people employed in knowledge industries (5.9%) than the coastal (9%) and national (11%) averages.

Social and economic outcomes

22.14 Headline figures are as follows.

- Average deprivation levels are above national average levels in coastal Tendring; however, only 16.7% of LSOAs are ranked among the most deprived 20% in England. By comparison, 20.6% of all Coastal areas, and 22.1% of the Eastern Marine Plan coastal area, are among the most deprived 20% of areas across England.

Future risks

22.15 Headline figures are as follows.

- Tendring has a similar proportion of employee jobs in the public sector (20%) to the national average (20%).
- Tendring has a higher concentration of jobs in single industries (4.5%) than the coastal average (3.5%), similar to the national average (4.4%).

Integrating marine planning into local planning

Settlement hierarchies indicate where development might be prioritised

22.16 The settlement hierarchy is shown in figure 22.1 above. It provides a view on what the local authority sees is the function and role of its settlements. It will provide a view of where development options might lie.

22.17 Tendring's Spatial Strategy Policy 4 sets out a settlement hierarchy with Clacton as the main focus for growth (4,100 homes + 3,500 jobs), together with Harwich (900 homes +900 jobs), Frinton/Walton (600 jobs + 800 homes), Manningtree & Lawford (150 homes + 150 jobs) and Brightlingsea (150 homes + 150 jobs). They are identified as Urban Settlements and the focus of the majority of growth, divided through 28 key projects. Eight key rural service centres are then

[56] Census data has been combined with Annual Population Survey (APS) data to provide an estimate of small area qualification levels. The estimate is derived by comparing the change in qualification levels derived from APS surveys, and applying this change to the small area qualifications data from the Census.

[57] Standard deviation of Jobseekers Allowance claimant rates during the twelve months of 2010. A higher value indicates greater month-to-month variation in Jobseekers Allowance claimant rates – highlighting a possible seasonal unemployment effect.

identified including Great Bentley, Mistley and Thorpe-le-Soken, to accommodate planned levels of growth related to local needs and without need for major infrastructure provision. 20 'Other Rural Settlements' include Ardleigh, Ramsey and Wrabness where development will be limited to infill and small scale edge of village development appropriate in a countryside location.

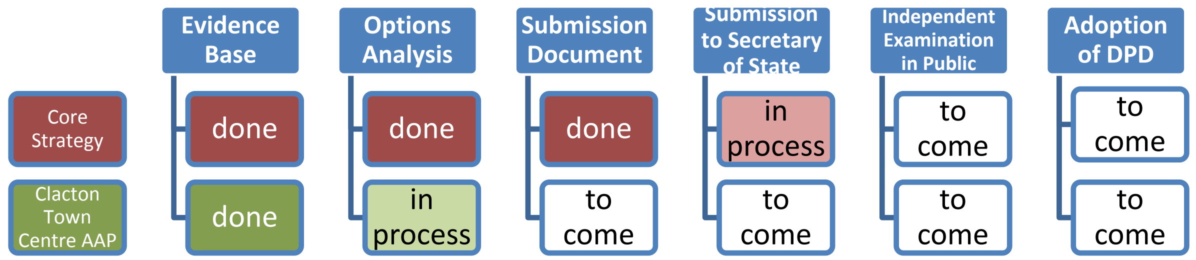
How can marine planners get involved in the local planning system?

22.18 Marine Planners can get involved in spatial plan making through monitoring of the Submission Draft Core Strategy once adopted, as well as in stages of development of the Clacton Area Action Plan which is in development. Key developing policies of interest to marine planners include:

- Regeneration of coastal settlements including Clacton, Jaywick and Harwich
- Maximising the economic potential of tourism
- Development of a Seafront Quarter centred on the Pier and Pavilion at Clacton

22.19 The diagram below shows the stage that Core Strategy has reached.

Figure 22.2 Core Strategy process stage



22.20 Policies from the Submission Draft Core Strategy that Marine Planners might find useful in order to understand socio economic circumstances and opportunities for coastal communities are summarised in the following table. Further details have been provided to the MMO electronically (in excel format).

Table 22.4 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Area Based Policies	**Core Policy 12** identifies regeneration areas for Clacton town centre, Jaywick, West Clacton, Walton-on-the-Naze, Dovercourt town centre, Harwich, Mistley Waterfront, and Brightlingsea waterfront, where the focus for investment is in social, economic and physical infrastructure. Spatial Strategy Policy 4 lists 28 key projects including Clacton: Project 1 – Rejuvenating Clacton Seafront; Project 2 – Economic Growth in Clacton Town Centre; Project 3 – Regenerating Jaywick; Project 8 – Martello Bay Watersports Area; Harwich: Project 12 – Port Expansion at Bathside Bay; Project 13 – Regenerating Harwich Old Town; Project 14 – Rejuvenating Dovercourt Town Centre; Project 15 – Stanton Euro Park; Project 16 – Harwich Linear Park; Project 17 – Land East of Pond Hall Farm; Project 18 – Urban Extensions in West Harwich. Frinton and Walton: Project 19 – Regenerating Walton-on-the-Naze; Project 20 – Protecting and Enhancing Frinton Town Centre; Project 21 – Hamford Urban Extension; Manningtree and Lawford: Project 23 – Growth in Manningtree Town Centre; Project 24 – Lawford Urban Extension
Theme Based Policies (economic including tourism, transport)	**Core Policy 15**: Tourism focuses on maximising the economic potential of tourism to create new jobs and be the basis for regeneration and development.
Coastal specific	**Core Policy 7**: Flood risk, coastal change and water conservation sets out that ' In order to manage the risk of tidal flooding and coastal erosion to people, property and tourism, the Council will assist the Environment Agency in implementing the Essex Shoreline Management Plan and decisions relating to future development will have regard that plan'. **Core Policy 10:** The Countryside Landscape includes protection and enhancement of countryside and coastal landscape areas.

22.21 Policies from the preferred options Clacton Town Centre AAP that marine planners may find useful are as follows.

Table 22.5 Key policy documents

Policy Area	Key Policies/text relevant to linking Marine Planning and Coastal Communities
Scale of development proposed	Town centre strategy encourages mixed use developments, to include retail, housing, tourism and leisure, food and drink, community and employment uses. It intends to create and set out a strategy for a "Seafront Quarter" centred on the Pier and Pavilion.
Key employment policies	**AAP4** New Business Development indicates that business use development comprising new offices or seed-bed business units should be encouraged as an element of mixed-use development in several locations throughout the plan area. Locations indicated are: Jackson Road, Waterglade, Warwick Castle and Station site. **AAP5** Creation of a Seafront Quarter states that 'Within the area defined on the proposals map as a "Seafront Quarter", the development and improvement of tourism related facilities, and the public realm, capable of making a positive contribution to the tourist attraction of the seafront, will be progressively encouraged and enhanced'.
Regeneration/change sites	Five opportunity sites are put forward: 1) Civic Quarter - additional retail and improved community/civic facilities; 2) Station Gateway - mixed development including housing and office space; 3) Jackson Road - retailing to extend the core area; 4) Warwick Castle - mixed use including housing, retail and leisure; 5) Waterglade - retail housing and office space.

Core Strategy nearing completion

22.22 Tendring District Council has recently consulted on its Submission Draft Core Strategy. The council is now considering the responses received which include concerns around housing numbers. It is not yet known how these responses will be addressed and therefore what final amendments to the Submission Draft might be proposed, prior to examination in public.

Maximising benefits: selected issues and considerations from consultation

22.23 The issues and considerations presented below are those suggested by interviewees through workshops and telephone interviews, subject to editing, amendment and selection by the consultant team. We should stress again that that these considerations are not binding on the MMO, and do not represent MMO policy or intentions. Nor do they represent a corporate local authority view.

The key marine activities

22.24 The key marine activities are

- Ports and shipping
- Tourism and recreation

Building up opportunities related to offshore renewables

22.25 Both the port of Harwich and Brightlingsea have developed support services in relation to offshore wind farm developments, with the opportunity to build this role as further wind farm development is carried forward e.g. London Array. There is scope within the Harwich port operational area as well as looking at other locations (e.g. for supply chain activity) and the Council is keen to encourage economic development in this sector.

22.26 Longer term, there is already planning permission for the development of additional container port facilities at Bathside Bay, Harwich. The current market conditions are such that this is likely to be a longer term development prospect. Capitalising on the potential for working with offshore renewables could have more immediate potential.

Tourism and recreation: Developing the tourism potential of the coast

22.27 Tendring District Council is keen to develop its coastal tourism activity and particularly develop a quality tourism product e.g. through water sports, marina development. There are no specific proposals – more an intention to explore opportunities, but recognising a need to establish the viability of proposals such as marinas.

22.28 Using offshore wind farms as a positive feature including explaining their role could be a part of the coastal tourism product.

22.29 In the longer term, higher quality tourism could be a route to assist regeneration of more deprived communities in, for example, Clacton and Jaywick. There is opportunity for marine related tourism and recreation through the East Marine Area plan to support the District Council's aspirations (albeit that Tendring is an adjacent authority).

22.30 The opportunity to link marine tourism and recreational potential with coastal defence schemes to achieve a dual purpose is also identified. This is seen as particularly important given increasing funding constraints on coastal defence work.

Table 22.6 Issues for consideration - selected views from consultation

Consideration based upon interview	Maintain awareness of the potential for marine related tourism and recreation to benefit coastal communities in Tendring and potentially link with coastal defence activity.
Responsibility	MMO
Timescale	During Plan preparation

Cross border issues

MMO liaison with the Haven Gateway Partnership

22.31 Tendring District Council is part of the Haven Gateway Partnership which brings together several local authorities and ports. This could be a valuable vehicle for discussing port development options and including Tendring in this discussion, given that it is not directly within the East Marine Area but has close connections with the East Marine area.

Table 22.7 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO could liaise with Haven Gateway Partnership where appropriate around port development opportunities
Responsibility	MMO, Haven Gateway Partnership
Timescale	Over next 6 months

23 CROSS CUTTING THEMES

Introduction

23.1 In this section we look at the cross cutting issues that apply across different LPA boundaries, or across the whole of the Eastern area. The first part of the section looks at issues arising from consultations across LPA areas, mainly at a County level.

23.2 The second part looks at broader management issues.

Issues that cross Local Planning Authority boundaries

Developing Renewable energy sector infrastructure and supply chain within the Humber LEP area

23.3 The four unitary Humber authorities and Scarborough Borough Council are collaborating through the Humber Local Enterprise Partnership with Associated British Ports and other private sector partners to establish the estuary as a major energy corridor, building on its existing role in non-renewables such as the import of coal and North Sea gas terminals.

23.4 The ports complex of Immingham, Hull, Grimsby and Goole is well established as are plans to develop adjacent sites. However, there are multiple issues regarding Habitats Regulations, maintaining the deep water channels of the Humber, the level of Tolls across the Humber Bridge, and the need to develop the indigenous skills base which require support from Government at a national level.

23.5 Recognition of the area's potential and development priorities within the Eastern Area Marine Plan is therefore seen as important.

Table 23.1 Issues for consideration - selected views from consultation

Consideration based upon interview	Where appropriate, the MMO should recognise the potential of the Humber as an energy corridor
Responsibility	MMO/Humber partners
Timescale	2011, ongoing

Pan Lincolnshire coastal initiatives support rural tourism. There may be a role for the MMO

23.6 Lincolnshire County Council is leading on the establishment of a Lincolnshire Coastal Country Park covering significant areas of coastline in the County. The country park would be looking at returning areas of coastline to more natural environment, in part associated with potential for more ecologically based tourism and recreation as well as in relation to flood risk management, extensive agricultural practice and other activities (and with links to Shoreline Management Plans)

23.7 At the same time, the Coastal Action Zone (a locally led rural development initiative in Lincolnshire with financial support through Axis 3 of the Rural Development Programme for England) is supporting diversification of agriculture into other activities which could include tourism enterprises. There are also measures to support micro businesses, heritage and training.

23.8 There is potential opportunity to coordinate development of marine related tourism with these onshore tourism initiatives. This could be further aided by a proposed 'North Sea Observatory' proposed for location between Mablethorpe and Skegness as a physical structure combining visitor centre, information, research facilities and visitor support services e.g. café.

23.9 There are opportunities to develop the tourism product in Lincolnshire, developing niche markets which could include marine related tourism, and packaged as a single 'Lincolnshire Coast' product. Such ideas are in development through the Lincolnshire Coast project (covering East Lindsey, Boston and South Holland districts).

Table 23.2 Issues for consideration - selected views from consultation

Consideration based upon interview	Where appropriate, the MMO could liaise with Lincolnshire County Council and partners to understand programme and potential for building marine tourism and recreation into this package of coastal tourism and recreation activity
Responsibility	MMO/Lincolnshire CC
Timescale	As over next 6 months.

Linking to further research: the Lincolnshire Coastal Economic Model

23.10 Lincolnshire County Council with the Coastal Communities Alliance has initiated a pilot project to establish a Coastal Economic Model, a two phase project initially surveying coastal businesses (within 5km of the coast) about their issues and aspirations, why they are located in the coastal zone and whether this is through choice or need for a coastal location. The second phase is modelling future scenarios in relation to flood risk and the economic impact that this might have for coastal businesses. The intention is to establish a model with potential for national roll out through the Coastal Communities Alliance. The work is part of a Lincolnshire Coastal Project.

23.11 From the perspective of socio economic benefits, this study could provide valuable additional feedback about coastal businesses to add to the national analysis already undertaken, with further qualitative information about the relevance of coastal locations to businesses.

23.12 More broadly (and beyond the specific scope of this study), if a model is successfully developed, it could be a useful additional tool to engage with local authorities and others across marine plan areas. The CCA as an umbrella organisation for a number of local authorities nationally would anyway be a valuable point of contact for the MMO in both seeking and providing information and views.

Table 23.3 Issues for consideration - selected views from consultation

Consideration based upon interview	Where appropriate, the MMO could liaise with Lincolnshire County Council on its coastal project, in particular the Coastal Economic Model which might provide valuable additional information to supplement their evidence base.
Responsibility	MMO/Lincolnshire County Council/Coastal Communities Alliance
Timescale	Ongoing

Managing potential conflicts of onshore activities in Norfolk

23.13 There are concern around the importance of coordinating responses to on and offshore development proposal to ensure that they are considered as a package or in tandem and not as separate applications.

23.14 There are particular concerns about potential conflicts around onshore landing of cables related to offshore activity in the Norfolk area, given the presence of the Norfolk Broads inland to the coast and designation of much of the Norfolk coast as AONB. If landings were made on the coast and then had to cross the Broads area and/or AONB, local authorities state that this could be unacceptable in environmental terms with consequent socio economic impacts on the Broads area and its tourism product in particular.

23.15 At the same time there are aspirations to explore the potential for socio economic benefits from marine activity such as offshore renewable energies; for example the proposed Enterprise Zone for Great Yarmouth and Lowestoft. The need to appreciate and balance the different implications is important.

23.16 The MMO needs to be aware of these issues that spatial planners and others are faced with.

Consideration based upon interview	Where appropriate, the MMO could liaise with the Infrastructure Planning Commission (and any successor organisation) to ensure that offshore applications are considered either as a package or jointly with onshore applications
Responsibility	MMO, Infrastructure Planning Commission (and any successor organisation)
Timescale	Ongoing

Renewable energy opportunities in Essex

23.17 Essex County Council is keen to explore supply chain opportunities linked to offshore wind renewable energy production, in particular in assembly of wind turbines. Both Harwich and the Thames Gateway are a focus for regeneration, and might be strong locations for the development of renewable supply chain activity.

23.18 The nuclear power station at Bradwell is currently being de-commissioned but is also a site proposed for future nuclear power generation in the revised Draft National Policy Statement for Nuclear Energy published in October 2010.

23.19 There is therefore potential for Essex to link into marine energy infrastructure and production, particularly from East offshore area activity.

Table 23.4 Issues for consideration - selected views from consultation

Consideration based upon interview	Where appropriate, the MMO should include Essex partners (and potentially also Thames Gateway) in discussions around onshore implications from offshore energy infrastructure and production activity with links to areas for regeneration. The Essex Coastal Forum and the Local Enterprise Partnership of which Essex is a part could both provide opportunity for engagement on these matters.
Responsibility	MMO, Essex partners, Thames Gateway
Timescale	Over next 12 months or so during Plan making

Supporting coastal tourism in Essex

23.20 'Essex Discovery Coast' has recently been launched as a new tourism marketing campaign, giving emphasis to the tourism potential of the Essex coast specifically. There are opportunities to link offshore marine activity into tourism potential e.g. interpreting and explaining offshore wind farms; as well as consider the potential impacts of marine activity on the coast's tourism potential.

Table 23.5 Issues for consideration - selected views from consultation

Consideration based upon interview	Where appropriate, include Essex partners in discussions around tourism linked to marine activities. The Essex Coastal Forum could be a useful forum for this.
Responsibility	MMO, Essex Coastal Forum
Timescale	Over 12 months or so during Plan making

The southern boundary of the marine plan area falls in a highly complex area. Cross border issues will need careful management

23.21 Suffolk Coastal is on the southern fringe of the East Plan area. This is one of the most complex areas on the East coast, with the major ports of Felixstowe, Harwich and Ipswich in the vicinity and considerable estuarine coastline. Although the major ports themselves are outside the East marine plan area (whilst Felixstowe town is in the marine plan area, the port of Felixstowe is not), shipping must sail through the East marine plan area to access the ports. This point of complexity on the southern boundary of the plan area may complicate plan delivery.

23.22 In particular, there are strong dependencies and relationships between the Suffolk and Essex marine activities, and the broader relationship with Essex, (Tendring), and Haven Gateway area will need careful management. It will be important that issues on the Stour and Orwell are picked up.

23.23 There is a view that the MMO will need to engage more widely with local authorities in Essex and the Thames Gateway area on the East Area Plan. The LEP might provide one route for this given its extensive coverage across Essex, Kent, Medway, Thurrock and Southend.

Table 23.6 Issues for consideration - selected views from consultation

Consideration based upon interview	MMO needs to be aware that careful management of socio-economic issues (and broader marine plan issues) on the southern plan border will be required
Responsibility	MMO
Timescale	2011, ongoing

Management and other issues

Helping skills partnerships develop the right provision for the future

23.24 Skills development is not within the remit of the MMO. However, local authorities and local further education / higher education (FE/HE) providers would welcome information from the MMO that would assist in the framing of skills strategy in future.

23.25 For example, the Coastal Learning Partnership in Lincolnshire brings together FE/HE providers and encourages the upskilling of people in employment. At the moment, work is not marine related, but there may be marine related training opportunities that arise (e.g. linked to tourism development, or windfarm maintenance) that the partnership could consider.

23.26 Alternatively, working through sector skills partnerships at a national level might reduce the MMO resources that this might involve.

Table 23.7 Issues for consideration - selected views from consultation

Consideration based upon interview	Where practical, the MMO needs to make available information that might guide skills development strategies.
Responsibility	MMO
Timescale	2011, ongoing

Simple guidelines clarifying the remit of the MMO would help Local Planning Authorities

23.27 There appears to be some confusion within Local Planning Authorities about the extent of the "reach" of marine planning. The strategic role of the MMO in licencing wind farms is accepted, but there is some confusion at the lower level regarding the extent of the MMO's interest in individual planning matters on a smaller scale, such as jetties, bridges and pontoons.

23.28 This confusion may grow in scale if not addressed, given that the MMO estate will grow as managed fallback takes place, as many areas will be permanently flooded.

23.29 A one page guide explaining when LPAs need to involve the MMO in an application would be simple to write, but save a great deal of time if properly publicised.

Table 23.8 Table 2323.9 Issues for consideration - selected views from consultation

Consideration based upon interview	As planning and licensing develops, the MMO should seek to clarify the types of circumstances in which the MMO could be involved in a local planning decisions (accepting that in many circumstances this will be on a case-by-case basis).
Responsibility	MMO
Timescale	2011

There are existing strategic planning and economic development networks that the MMO could work with

23.30 In order to make most efficient use of officer time in local authorities and in the MMO, a number of suggestions are made about existing networks that bring together planning and/or economic development professionals. If the MMO were able to work with these groups as stakeholders or for specific discussions, it would enable them to reach a number of organisations 'at one hit'.

23.31 Suggestions of appropriate organisations have included:

- Local Enterprise Partnerships – although recognising that they will have resource limitations to get involved and partners e.g. County Councils, may engage on their behalf
- The Haven Gateway partnership, covering the ports of Felixstowe, Harwich, Ipswich, Mistley and surrounding hinterlands. It includes the boroughs of Ipswich and Colchester as well as Tendring, and much of the Suffolk Coastal and Babergh districts
- The Coastal Communities Alliance which has about 60 members in England including MPs and could be a useful tool for gaining/disseminating information. The CCA's contact in CLG is Keith Thorpe
- Essex Planning Officers Group, Norfolk Planning Officers Group and Suffolk Planning Officers Group
- Essex Coastal Forum, a newly established group primarily consisting of local authorities so far, which intends to act as a conduit for information. It is not a decision making body but is about signposting and information exchange. It would provide a useful mechanism for contacting coastal local authorities in Essex
- East Riding Coastal Partnership, to be launched September 2011 as part of the legacy of the East Riding Coastal Change Pathfinder
- Yorkshire Coast Tourism Partnerships; two cover the Yorkshire coast, Visit Hull & East Yorkshire and the Yorkshire Moors and Coast Partnership
- The Stour and Orwell Estuary Management Group which is cross border with Suffolk and managed by the Suffolk Coast and Heath AONB
- The Wash Estuary Management Group
- Shoreline Management Plan Steering Groups
- Norfolk County Strategic Services Coordination Group, part of the Norfolk Strategic Partnership and dealing with growth and infrastructure issues. It provides a forum for information exchange which private sector service providers like Anglian Water attend
- Greater Norwich Development Partnership, which brings together Norwich City Council, Broadland Council and South Norfolk, jointly developing their Core Strategy
- Suffolk Coast Futures; a partnership between Suffolk Coastal and Waveney district councils, Suffolk County Council, Environment Agency, Natural England and Suffolk Coast and Heaths AONB Unit

23.32 Also, the RTPI, Town and Country Planning Association and the Planning Officer Society is suggested as a useful liaison point and route to cascading information out to both planning policy and development management officers about how and when liaison with the MMO is needed.

A Planners' Forum might help East area marine planning work efficiently and create efficiencies

23.33 We are aware that Local Planning Authorities (LPAs) throughout the UK are being required to work ever more efficiently. Equally, one of the main arguments for the institution of the MMO was that bringing together marine planning functions would improve the efficiency and effectiveness of the marine planning system.[58]

23.34 There are some perceptions within some (though not all) LPAs that marine planning is something of an imposition from "outside", and that it might complicate and slow down planning processes.

23.35 LPA involvement in marine planning processes will be maximised if the MMO can convincingly present marine planning as a way of ensuring that processes become faster, simpler, and more effective in delivering socio-economic and environmental gains for coastal communities.

23.36 The question is how best to deliver these efficiency gains. This would need further consideration. Ideas that have been suggested are as follows.

- It may be that marine planning in the East area may be assisted by the creation of an umbrella marine planning group, or groups. This would be made up of the MMO, local planning authorities, and any other interested parties. Meetings might take place on a regular (if relatively infrequent) basis at different points around the East plan area. Sensible locations might be Norwich/Lowestoft, Peterborough and Hull. The group would deal with ad hoc issues such as integrating emerging issues such as neighbourhood planning, sharing good practice, and improving collective understanding of how the benefits of marine planning might be maximised for coastal communities. Heads of Planning could be drafted in when there are substantive issues to deal with.
- Alternatively, this could be seen as too time hungry. Planning departments are currently under great pressure. If this were the case, it might be possible to create a "virtual community" using a web tool such as IdEA's Communities of Practice or Linked in. This would have the benefits of being quick and cheap, but might mean that the opportunity to build personal relationships (which are often particularly useful) was lost.

23.37 In all cases, MMO's web-based email work would need to continue.

23.38 More thinking will need to be done to strike the right balance here.

Table 23.10 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO may wish to examine how best to establish an East Marine Area Planners Forum that could aid communication
Responsibility	MMO
Timescale	Ongoing through communications strategy

Land Compensation Issues

23.39 Several authorities have raised the issue of conflict/concern caused when there is a requirement to identify land for compensatory mitigation, if ecologically important land is lost to developments. Developing a complete package (development and mitigation) can take time and affects the development timetable.

[58] See, for example the Regulatory Impact Appraisal carried out on the Marine Policy Statement.

23.40 Similarly, the issue of tensions between achieving coastal defence through managed retreat scheme which in turn mean the loss of agricultural land (and which may well be Grade 1 agricultural land) has been raised by several authorities. There is a real concern about how to achieve a balance between managing flood risk and ensuring food security which could be in conflict, whilst loss of Grade 1 agricultural land could have socio economic consequences for rural communities.

23.41 If these are not issues that the marine plan could directly address, there is a desire that the marine planning process might facilitate such issues to be looked at with strategic partners including the EA and local authorities on a holistic basis. Shoreline Management Plans would be the appropriate place for this. We raise this point here, to note the socio economic dimension in relation to coastal communities.

23.42 The MMO needs to be aware of these concerns and whether it has any facilitation role to play.

Aggregates extraction is seen as a major local issue in relation to coastal erosion in some areas. MMO may wish to publicise the scientific evidence

23.43 There is local concern about the implication of marine dredging on coastal erosion. There is also discussion around the relative merits of extraction of aggregates on land or at sea and whether aggregates could be extracted at sea rather than on land (the implication being less adverse impact). However there is a lack of knowledge around the nature of aggregates production from the sea, whether it has specialist or general use, and what on-land processing is required.

23.44 This needs to be targeted at those communities which are particularly affected – in Suffolk, examples might be Covehithe (where the coast is losing 30ft a year) and Bawdsey; or Happisburgh in Norfolk.

23.45 Independent information to explain this and the marine dredging/coastal erosion question would be welcomed to help inform debate.

Table 23.11 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO may wish to provide further information from research in progress/signpost research findings when they become available, to aid local understanding of the potential relevance of marine dredging and aggregates
Responsibility	MMO
Timescale	Ongoing

Current and historic defence activities

23.46 Offshore bombing ranges has been raised in discussion in terms of the marine relevance of defence activity. It needs to be taken into account in marine planning. Discussion did identify a question of whether advances in technology may change longer term requirements, perhaps reducing the need for such sites if testing can be done electronically instead.

23.47 Spurn Head has World War Two remains and there are questions of whether they should be preserved or should be allowed to disappear with coastal change.

Marine Dredging: Re-use for saltmarsh creation

23.48 Essex County Council and partners are working with the Environment Agency on re-use of marine dredging from ports and harbours (e.g. Harwich) for saltmarsh creation. This is part of actions set out in their Shoreline Management Plan to support flood defence and also to achieve beneficial use of marine dredgings.

23.49 Whilst there are practical issues that have to be considered e.g. contamination, this approach does highlight the opportunity to consider how marine activities might provide positive links to Shoreline Management Plan actions.

Table 23.12 Issues for consideration - selected views from consultation

Consideration based upon interview	The MMO may wish to scope the potential for complementarity between SMP actions and marine activities as part of Plan making. This could include exploring opportunities for re-use of marine dredgings in conjunction with SMP actions elsewhere with Environment Agency and other partners
Responsibility	MMO/Environment Agency
Timescale	Over next 12 months or so during Plan making

Shoreline Management Plans and Coastal Change Pathfinders

23.50 It has not been the role of this study to look at Shoreline Management Plans and the Coastal Change Pathfinders specifically. Nevertheless they have arisen across a number of discussions because of their interactions with development of coastal communities. Coastal Change Pathfinders in particular have been exploring ways of addressing issues of coastal erosion and sustainable development. The MMO will be looking at Shoreline Management Plans and liaising with their Steering Groups, separately to this study. The results of this work will be added into the evidence base for marine planning.

23.51 It is worth noting that SMPs are highlighted as part of the evidence base for national, regional and local spatial planning strategies as they are expected to provide the basis for designating Coastal Change Management Areas (CCMAs) in Local Development Frameworks (LDFs). It is expected that the initial evaluation of the Coastal Change Pathfinders will also provide information to help inform the consistent development of CCMAs across authority boundaries.

23.52 The MMO needs to be aware of the importance placed on Shoreline Management Plans and Coastal Change Pathfinder projects as additional evidence base information for marine planners by local authorities.