

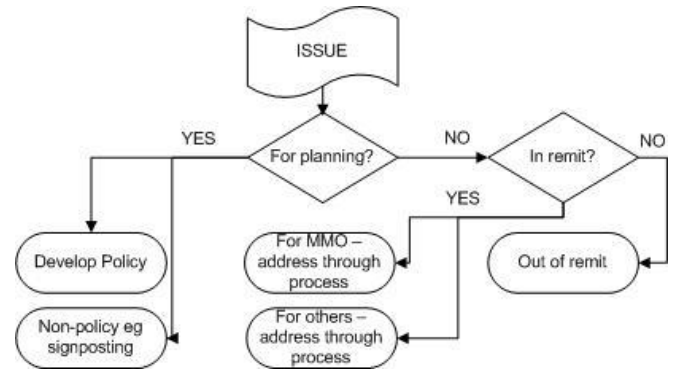


# Non marine planning issues

## Non-policy ways to address an issue

Marine planning seeks to address issues for economic, social and environmental benefit. Not all issues will lead to plan policy development but are still in scope of marine planning. Alternative ways to address issues include:

- direct or signpost to existing legislation and guidance within the marine plan for better practice (Water Framework directive, the National Policy Statements or local plans)
- other marine planning activity - evidence generation, develop tools like MIS, improve integration to address the issue
- influence others to action (Environment Agency, local councils or other public authorities)



## Case study

The south marine planning process identified a gap in policy coverage for water quality deterioration and mitigation measures for re-suspended sediment. Marine plan policies were drafted for the issue and discussed with the Environment Agency. Following discussion, the Environment Agency took ownership of the issue and delivered change through the 'Clearing the Waters' strategy and guidance.

## Not all issues are for marine planning. Marine plans...

- complement national policy and are a means to deliver policy at plan area level. Examples include the direction of national energy policy, carbon capture and storage. Marine plans will not duplicate such policy (reiterating Water Framework Directive)
- do not reverse historic decisions or introduce new conditions on a decision made in the plan area in the absence of the marine plans or under a previous version
- do not establish new requirements, but apply or clarify the intent of national policy in the inshore and offshore areas, taking their specific characteristics into account
- will not manage some marine activities that are outside of plan remit (fisheries quota management, or marine protected areas designation)
- take account of the duty to co-operate with public authorities in the preparation of relevant plans and to engage on an ongoing basis. These requirements, bring new opportunities for an integrated planning system for land and sea
- do not address very localised issues, (such as management of personal watercraft within a harbour, should be managed at the appropriate scale through byelaws or voluntary agreements) unless issues occur across multiple sites (nesting bird disturbance)
- will not address international market forces such as the cost of fuel to shipping, changes in trade patterns
- are developed within the international context such as International Maritime Organisation ship routing, and other international conventions such as UNCLOS or OSPAR