

Cultural Heritage - Heritage Assets within Marine Plan Areas

Baseline/issues: North West Plan Areas 10 11

(Please note that the figures in brackets refer to the SA scoping database. This is available on the MMO website)

Undesignated Heritage Assets: known and potential (Cultural_85-90)

- Prehistoric heritage assets pre-dating the Late Glacial Maximum (LGM)
- Prehistoric heritage assets post-dating the Late Glacial Maximum
- Coastal sites and structures – inshore
- Maritime heritage assets – especially in vicinity of estuaries and navigational hazards
- Aviation heritage assets

Designated Heritage Assets

- There are numerous Scheduled Monuments, Listed Buildings and Registered Parks and Gardens, including in estuaries and tidal rivers (Cultural_74,75, 78)
- There are no wrecks protected under the [Protection of Wrecks Act \(PWA\)](#) (<http://www.legislation.gov.uk/ukpga/1973/33>) 1973 (Cultural_76)
- The following World Heritage Sites abut or overlap the marine plan area:
 - Frontiers of the Roman Empire (Hadrian's Wall); Liverpool - Maritime
 - Mercantile City (Cultural_77)
 - There are wrecks protected under the [Protection of Military Remains Act \(PMRA\)](#) 1986 (Cultural_71)
 - All military air crash sites are automatically protected under the PMRA 1986 (Cultural_72)

Baseline/issues: South West Plan Areas 8 9

Undesignated Heritage Assets: known and potential (Cultural_85-90)

- Prehistoric heritage assets pre-dating the Late Glacial Maximum
- Prehistoric heritage assets post-dating the Late Glacial Maximum
- Coastal sites and structures – inshore
- Maritime heritage assets – especially in vicinity of estuaries and navigational hazards e.g. The Lizard
- Aviation heritage assets

Designated Heritage Assets

- There are numerous Scheduled Monuments, Listed Buildings and Registered Parks and Gardens, including in estuaries and tidal rivers (Cultural_74,75, 78)
- There are thirteen wrecks protected under the PWA 1973 within the plan areas (Cultural_76)
- The following World Heritage Site – which encompasses several discrete areas – abuts or overlaps the marine plan area:
 - Cornwall and West Devon Mining Landscape (Cultural_77)
 - There are wrecks protected under the PMRA 1986 (Cultural_71)
 - All military air crash sites are automatically protected under the PMRA 1986 (Cultural_72)

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Undesignated Heritage Assets: known and potential (Cultural_85-90)

- Prehistoric heritage assets pre-dating the Late Glacial Maximum
- Prehistoric heritage assets post-dating the Late Glacial Maximum
- Coastal sites and structures – inshore
- Maritime heritage assets – especially in vicinity of estuaries and navigational hazards e.g. Farne Islands
- Aviation heritage assets

Designated Heritage Assets

- There are numerous Scheduled Monuments, Listed Buildings and Registered Parks and Gardens, including in estuaries and tidal rivers (Cultural_74,75, 78)
- There are two wrecks protected under the PWA 1973. (Cultural_76)
- The following World Heritage Site overlaps the marine plan area:
 - Frontiers of the Roman Empire (Hadrian's Wall)(Cultural_77)
 - The Registered Battlefield of the Battle of Newburn Ford lies partly within the marine plan area on the Tyne estuary (Cultural_79)
 - There are wrecks protected under the PMRA 1986. (Cultural_71)
 - All military air crash sites are automatically protected under the PMRA 1986 (Cultural_72)

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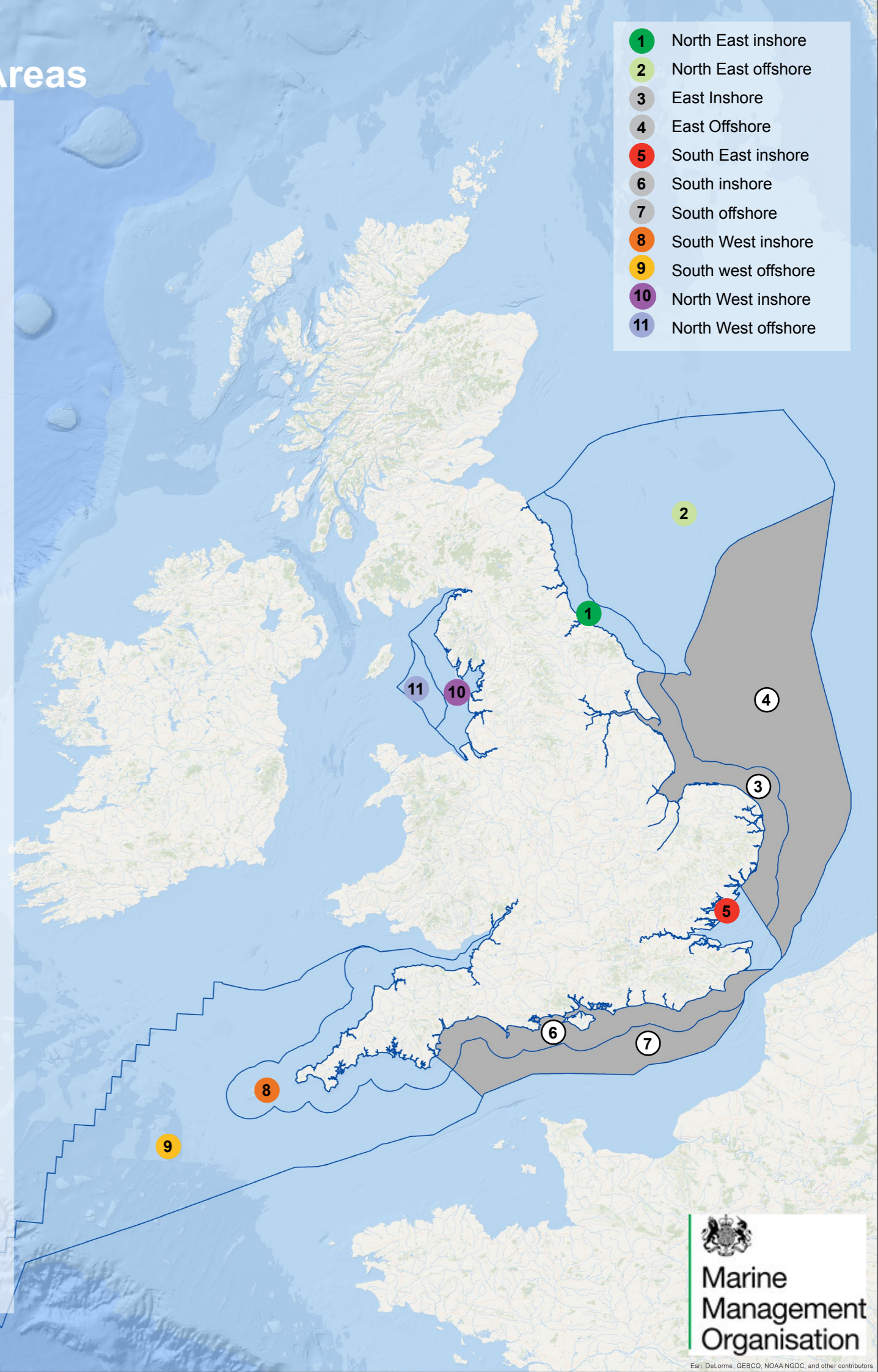
Undesignated Heritage Assets: known and potential (Cultural_85-90)

- Prehistoric heritage assets pre-dating the Late Glacial Maximum – potential especially high
- Prehistoric heritage assets post-dating the Late Glacial Maximum
- Coastal sites and structures – inshore
- Maritime heritage assets – especially in vicinity of estuaries and navigational hazards e.g. Goodwin Sands
- Aviation heritage assets – presence and potential especially high

Designated Heritage Assets

- There are numerous Scheduled Monuments, Listed Buildings and Registered Parks and Gardens, including in estuaries and tidal rivers (Cultural_74,75, 78)
- There are eight wrecks protected under the PWA 1973 within the plan areas (Cultural_76)
- The following World Heritage Sites abut or overlap the marine plan area:
 - Royal Botanic Gardens, Kew; Maritime Greenwich; Tower of London; Palace of Westminster, Westminster Abbey and St. Margaret's Church (Cultural_77)
 - The Registered Battlefield of the Battle of Maldon abuts the marine plan area (Cultural_169)
 - There are wrecks protected under the PMRA 1986 (Cultural_71)
 - All military air crash sites are automatically protected under the PMRA 1986 (Cultural_72)

- 1 North East inshore
- 2 North East offshore
- 3 East Inshore
- 4 East Offshore
- 5 South East inshore
- 6 South inshore
- 7 South offshore
- 8 South West inshore
- 9 South west offshore
- 10 North West inshore
- 11 North West offshore



Cultural Heritage - Heritage Assets within Marine Plan Areas

Summary of the legislative / policy context

- The historic environment includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. Those elements of the historic environment – buildings, monuments, sites or landscapes – that have been positively identified as holding a degree of significance meriting consideration are called 'heritage assets'.
- There is a general presumption that heritage assets should be conserved, encompassing the entire scope of marine planning and all forms of heritage assets. The rationale for conservation is the contribution of heritage assets to quality of life, both to this and future generations. The significance of heritage assets is the principal driver in establishing the form and degree that conservation should take.
- The conservation of designated heritage assets must encompass both the heritage asset itself and the setting within which it is appreciated, which may be much more extensive than the asset itself. There is a general presumption in favour of the conservation of designated heritage assets within an appropriate setting. The more significant the asset, the greater should be the presumption in favour of its conservation. Substantial loss or harm to designated assets should be exceptional, and should not be permitted unless it can be demonstrated that the harm or loss is necessary in order to deliver social, economic or environmental benefits that outweigh the harm or loss. (Cultural_70) Specific guidance applies in respect of the legislation and policies applicable to historic military wrecks in offshore marine plan areas.
- Non-designated assets have to be conserved in a manner appropriate and proportionate to their significance. Non-designated heritage assets that are demonstrably of equivalent significance to designated heritage assets should be considered to be subject to the same policy principles as designated heritage assets.
- Details of non-designated heritage assets in inshore marine plan areas can be obtained from [Historic England's National Record of the Historic Environment](#) and from local authority Historic Environment Records.
- Applications for marine licences to carry out archaeological investigations occur in each marine plan area. Licences are sought predominantly by groups of volunteers who play a very valuable role in the management of designated heritage assets. Standards for archaeological investigations are set out in national, local and professional codes of practice, standards and guidance. The UK Government has adopted the Annex to the 2001 [UNESCO Convention](#) on the Protection of the Underwater Cultural Heritage as being best practice in the archaeological and cultural management of underwater sites and artefacts.
- There is an obligation to take into account the potential discovery of marine assets in developing and implementing marine plans.
- Where the loss of the whole or a material part of a heritage asset's significance is justified, the MMO is obliged to identify and require suitable mitigating actions to record and advance understanding of the significance of the heritage asset before it is lost.
- The historic environment of coastal and offshore zones can be a powerful driver for economic growth, attracting investment and tourism and sustaining enjoyable and successful places in which to live and work. The marine historic environment already plays an important role in place-making and tourism, though this is often not recognised in official measures (see data gaps, below).

Key cross cutting baseline / issues across all plan areas

- Although there is generally good provision for marine heritage assets in marine licensing procedures, experience of the particular issues associated with each licensing sector may vary both between sectors and between marine plan areas. Specific guidance is available for some sectors (e.g. aggregates; offshore wind; ports; wave and tidal energy) (Cultural_166)
- Public authority functions and decision-making can have major implications for heritage assets. Some public authorities have direct access to in-house historic environment expertise or draw upon the advice of Historic England as the Government's adviser on the historic environment. However, public authorities have not always sought or adopted historic environment advice consistently with respect to their functions and decision-making in marine areas (Cultural_82)
- Various activities in marine plan areas have implications for the conservation of heritage assets but are not subject to licensing or, directly, to public authority decision-making. Depending on circumstances, these may include activities such as anchoring, diving and some forms of fishing. The character and magnitude of effects on the marine historic environment arising from unregulated activities may not have been quantified. Marine plans will need to consider what indirect measures can be taken to conserve heritage assets in respect of activities that are not regulated directly (Cultural_167)
- Processes such as erosion are known to be causing heritage assets to be exposed and degraded in the coastal zone. These processes are likely to be related to changing weather conditions - especially increased storminess - associated with climate change. Comparable changes may be occurring to heritage assets in fully sub-tidal areas, where changes to the seabed can result in hitherto buried material being exposed, causing collapse and prompting decay from a variety of chemical, biological and physical processes. In some cases, seabed erosion may be cyclical, but the exposure of archaeological material that has lain undisturbed for many decades if not centuries suggests that there are long term processes underway that may not reverse naturally (Cultural_168)
- The vast majority of heritage assets in marine plan areas are not designated, for a variety of reasons. For example, statutory heritage provisions may not encompass the particular type of asset (e.g. prehistoric sites without structures), or the area within which the asset is located (e.g. Offshore marine plan areas)
- Many forms of designation are discretionary so the view may be taken that designation is not appropriate to the management circumstances. It is important for sea-users and decision-makers to be clear that lack of designation does not imply lack of significance (Cultural_68)
- Previously unknown but highly significant heritage assets continue to be discovered in marine plan areas. In addition, some heritage assets that are already known prove to have much greater significance than might have been assumed. Examples include Palaeolithic flint tools discovered off East Anglia; significant shipwrecks investigated in the Thames and off Poole; and discoveries of rare WWII aircraft; among others (Cultural_64)
- Practice in respect of recording and investigating heritage assets affected by marine activities is increasingly well established. However, examples of this understanding being advanced through scientific literature or shared with the wider public as a result of marine planning are rare (Cultural_61)
- Applications for marine licences to carry out archaeological investigations that satisfy the requirements of marine plans and heritage advisors ought to be encouraged for their role in recording, advancing understanding, and engaging the public in the conservation of the marine historic environment. Groups licensed to carry out intrusive investigations under the Protection of Wrecks Act 1973 must also obtain a licence under the [Marine and Coastal Access Act 2009](#) (Cultural_58)

The likely evolution of the environment over the plan duration

- Erosion of shorelines and of intertidal surfaces will damage or destroy heritage assets of all forms, both designated and undesignated
- Changes in sedimentation – especially the movement of bedforms – will result in heritage assets being uncovered and exposed to damage
- Increasing sea temperatures may prompt greater damage to submerged heritage assets as a result of biological and chemical changes in their environment
- The positive trend for the marine historic environment arising from improvements in policy provision, particularly with respect to the decisions and actions of public authorities and the pressure of licensable activities, is dependent on continuing investment in regulatory and curatorial capabilities
- Streamlined licensing of marine archaeological activities will facilitate investigation and awareness of the marine historic environment, especially amongst volunteer groups
- Greater recognition of the value of the marine historic environment in social and economic terms should result in increased benefits being achieved in coastal communities
- Restrictive licencing within the expanding network of Marine Protected Areas (MPAs) could curtail archaeological investigations in these area



Cultural Heritage - Heritage Assets within Marine Plan Areas

Potential interactions with other topics

- Climate change is having a direct impact on heritage assets on shorelines and in intertidal areas, and may be having indirect impacts on submerged material through biological, chemical and physical changes (geology / water quality) (Cultural_181)
- Nature conservation measures (e.g. designation of MPAs for benthic and ornithology interest etc.) may have implications for access to heritage assets and/or the conduct of archaeological investigations (Cultural_182)
- Consents for marine development (aggregates; ports; energy) and other licensable activities are directly relevant to the sustainable management of the marine historic environment (Cultural_183)
- Fisheries may have an impact on the marine historic environment but this user group are also an important source of information (Cultural_184)
- The marine historic environment is important as a source of economic and social benefits to coastal communities through leisure, recreation and tourism etc (Cultural_185)
- The presence of, and access to, heritage assets is increasingly recognised as being important to wellbeing (Cultural_186)
- There is a close relationship between the presence of heritage assets and the character, value and appreciation of landscape / seascape (Cultural_187)

Potential transboundary issues

- The historic environment is essentially seamless and its character may not reflect or respect current environmental, legal or administrative boundaries
- Deposits of pre- and post-LGM date with the presence or potential for heritage assets may extend across boundaries, both between UK home countries and between the UK and other countries
- Extensive heritage assets and landscapes/seascapes may cross boundaries, both between UK home countries and between the UK and other countries; for example the 'War Channel' on the east coast in the First and Second World War that extended into the marine plan area of Scotland
- Maritime and aviation heritage assets are commonly subject to legal and cultural interests that originate beyond England

Key data gaps

There is currently no publicly-accessible, comprehensive and authoritative mapping of the following:

- Heritage assets in offshore marine plan areas (Cultural_93)
- Potential presence of pre-LGM heritage assets in Inshore or Offshore marine plan areas (Cultural_91)
- Potential presence of post-LGM heritage assets in Inshore or Offshore marine plan areas. Partial and/or non-mapped coverage is provided by the results of [Marine Aggregate Levy Sustainability Fund \(ALSF\)](#) Regional Environmental Characterisation (REC) surveys and secondary sources. Previous attempts at national mapping (e.g. Waterlands) have demonstrated problems and limitations (Cultural_92)
- Shipwrecks subject to the [PMRA 1986](#). Some appear to be included in the MMO Planning Portal layer 'Protected Wrecks' though the derivation is unclear. It should be noted that vessels designated as Protected Places are referred to in statute by name rather than position (Cultural_80)
- Known air crash sites subject to the PMRA 1986 (Cultural_81)
- Discoveries of marine heritage assets since the introduction of MCAA 2009. Partial coverage could be derived from reports made under sector- and scheme-specific Protocols for Archaeological Discoveries (Cultural_65)
- Heritage assets recorded, investigated or published as a result of licenses issued by the MMO (Cultural_62)
- Marine licenses granted for archaeological investigations. Individual queries of the Public Register can be made using the activity type 'Removal - Wrecks and other archaeological remains' (Cultural_59)
- The role of the marine historic environment is rarely identified specifically in the official statistics presented in Taking Part and Heritage Counts. This prevents quantification of the baseline for this issue and impedes the identification of actions through which marine planning could augment the social and economic benefits of the marine historic environment (Cultural_55)

Cultural Heritage - Heritage Assets Adjacent to Marine Plan Areas

Baseline/issues: North West Plan Areas 10 11

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- There are very large numbers of heritage assets in the immediate vicinity of the marine plan area. They include both designated and non-designated heritage assets
- Designated heritage assets in the vicinity of marine plan areas include [World Heritage Sites](#). Frontiers of the Roman Empire (Hadrian's Wall); Liverpool - Maritime Mercantile City), Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Registered Battlefields
- The setting of such assets, which will extend to marine plan areas in many cases, may contribute to their significance (Cultural_12)
- Heritage assets in the immediate vicinity of marine plan areas are often the focus of specific local plan policies (Cultural_48)

Baseline/issues: South West Plan Areas 8 9

- There are very large numbers of heritage assets in the immediate vicinity of the marine plan area. They include both designated and non-designated heritage assets
- Designated heritage assets in the vicinity of marine plan areas include World Heritage Sites (Cornwall and West Devon Mining Landscape), Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Registered Battlefields
- The setting of such assets, which will extend to marine plan areas in many cases, may contribute to their significance (Cultural_12)
- Heritage assets in the immediate vicinity of marine plan areas are often the focus of specific local plan policies (Cultural_48)

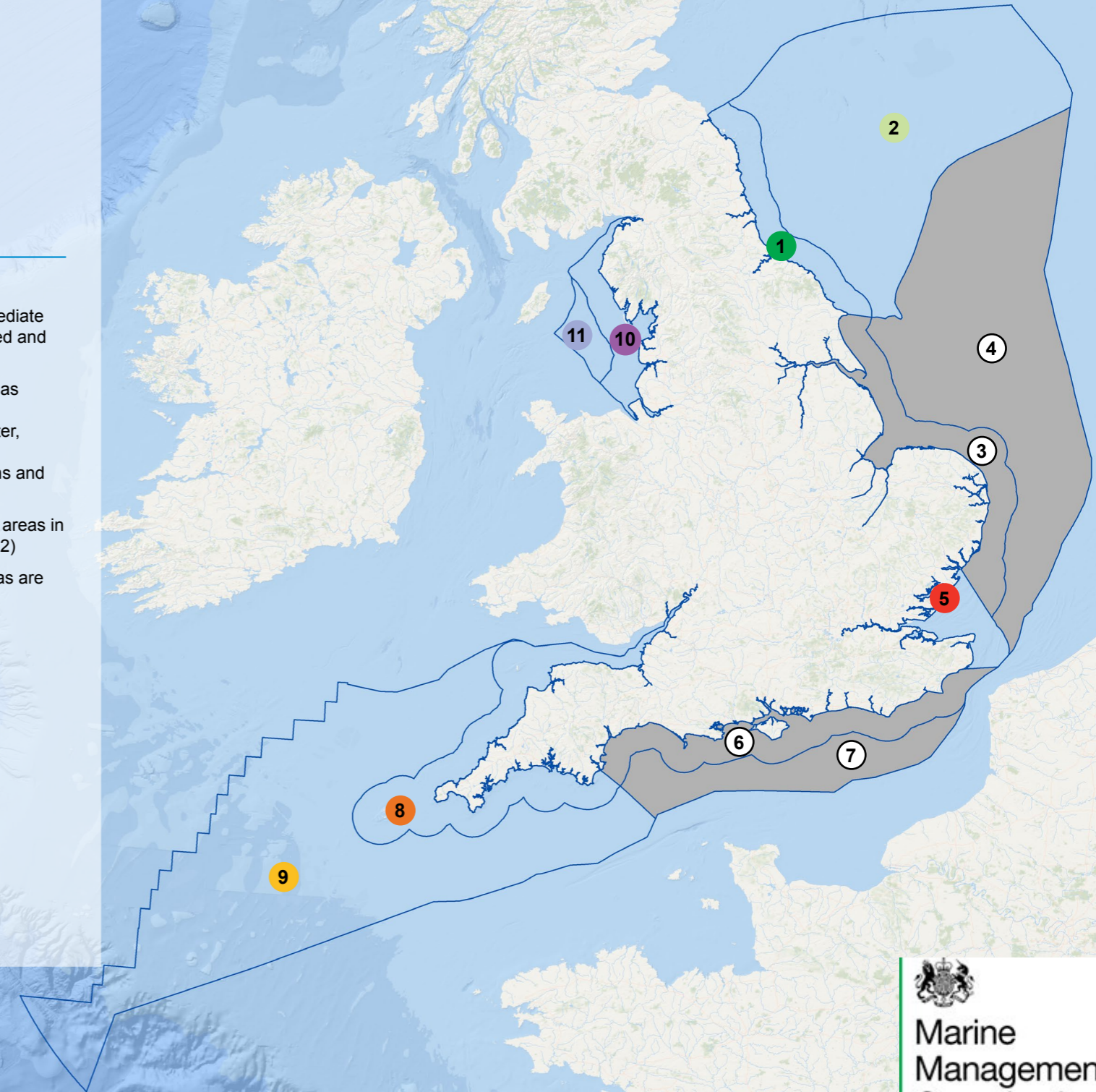
Baseline/issues: North East Plan Areas 1 2

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- Designated heritage assets in the vicinity of marine plan areas include World Heritage Sites (Frontiers of the Roman Empire (Hadrian's Wall)), Scheduled Monuments, Listed Buildings, and Registered Parks and Gardens
- The setting of such assets, which will extend to marine plan areas in many cases, may contribute to their significance (Cultural_12)
- Heritage assets in the immediate vicinity of marine plan areas are often the focus of specific local plan policies (Cultural_48)

Baseline/issues: South East Plan Areas 5

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- Designated heritage assets in the vicinity of marine plan areas include World Heritage Sites (Royal Botanic Gardens, Kew; Maritime Greenwich; Tower of London; Palace of Westminster, Westminster Abbey and St. Margaret's Church), Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Registered Battlefields
- The setting of such assets, which will extend to marine plan areas in many cases, may contribute to their significance (Cultural_12)
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Cultural Heritage - Heritage Assets Adjacent to Marine Plan Areas

Summary of the legislative / policy context

- The historic environment includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged. Those elements of the historic environment – buildings, monuments, sites or landscapes – that have been positively identified as holding a degree of significance meriting consideration are called 'heritage assets'
- Conserving heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations, is a core planning principle of the National Planning Policy Framework (NPPF)
- Planning is expected to conserve and enhance the historic environment, including both designated and non-designated heritage assets and their settings. (Cultural_14). Planning is also expected to set out positive strategies that take into account the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring. Numerous local plans in the vicinity of marine plan areas include policies on the conservation, enhancement and benefits of heritage assets

Key cross cutting baseline / issues across all plan areas

- The significance of heritage assets in the immediate vicinity of marine plan areas is susceptible to impacts arising from activities within marine plan areas (Cultural_49)
- For heritage assets in the vicinity of marine plan areas, marine plans could have an important role in supporting positive strategies on - for example - place-making and marine tourism. Equally, marine plan policies that do not take into account heritage assets in the vicinity of marine plan areas could undermine or detract from such social and economic benefits (Cultural_13)

The likely evolution of the environment over the plan duration

- Heritage assets of all forms, both designated and undesignated, that are immediately outside the marine plan area but close to the shoreline will be damaged or destroyed by erosion
- Shoreline change will result in some heritage assets being uncovered and exposed to damage, whilst other heritage assets that are currently visible will become buried and inaccessible
- There is likely to be increasing sensitivity to proposed developments within the marine plan area that affect the setting of heritage assets on the coast
- There will be increasing recognition of the value of coastal heritage assets in social and economic terms, especially in coastal communities

Potential interactions with other topics

- Climate change is having a direct impact on heritage assets on or close to shorelines (Cultural_174)
- Nature conservation measures (e.g. designation of MPAs for benthic and; ornithology interest etc.) may have implications for access to heritage assets and/or the conduct of archaeological investigations (Cultural_175)
- Consents for marine development e.g. (ports, energy etc.) that have implications for the setting of heritage assets at the coast are directly relevant to the sustainable management of the historic environment (Cultural_176)
- The continued viability of fisheries may be important for the historic character of coastal settlements (Cultural_177)
- The marine historic environment is important as a source of economic and social benefits to coastal communities through e.g. leisure, recreation and tourism (Cultural_178)
- The presence of, and access to, heritage assets is increasingly recognised as being important to wellbeing (Cultural_179)
- There is a close relationship between the presence of heritage assets and the character, value and appreciation of landscape / seascape (Cultural_180)

Potential transboundary issues

- The historic environment is essentially seamless and its character may not reflect or respect current environmental, legal or administrative boundaries
- Prehistoric deposits that pre-date and post-date the Late Glacial Maximum may cross the landward boundary (i.e. Mean High Water Springs) of marine plan areas
- Maritime heritage assets associated with features within the marine plan area – such as estuaries – may be found beneath land outside the marine plan area as a result of shoreline change and reclamation
- There is often a very close relationship between the historic character of areas beyond the boundary of marine plan areas and marine features (harbour waters; estuaries; stretches of open sea) within those boundaries
- Extensive heritage assets and landscapes/seascapes may cross boundaries between marine plan areas and adjacent land
- The setting of heritage assets at the coast commonly extends seaward across the boundaries of marine plan areas

Key data gaps

- Data on the social and economic value of coastal heritage assets, especially where aspects of value are attributable to the character of marine plan areas
- Data on the contribution of marine settings to the significance of coastal heritage assets