

North West

Economy

Policy groupings:

- Aggregates
- Aquaculture
- Cables
- Carbon Capture and Storage
- Dredging and Disposal
- Oil and Gas
- Ports and Shipping
- Renewables
- Wind

HLMOs addressed by policies:

Achieving a sustainable marine economy

- Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
- The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
- Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating efficiently.
- Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.

Promoting good governance

- All those having a stake in the marine environment have an input into associated decision-making

See also individual policies linked in templates. This is summarised on the cover page of each group of policies

Plan area	North West		
Grouping	Aggregates		
Related High Level Marine Objectives (HLMO).	Achieving a Sustainable Marine Economy The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.		
Other relevant policies	NE-PS-1 NE-PS-2		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-AGG-1

HLMO	Achieving a Sustainable Marine Economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Marine Aggregates	Code	NW-AGG-1

Policy

NW-AGG-1 Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction

What are marine aggregate extraction activities?

1. Marine aggregates are sand and gravel removed from the seabed. Marine aggregate extraction can only take place where commercially viable deposits of sand and gravel occur. In turn, the distribution of these deposits is dependent on the spatially discrete areas where they were formed by geological processes.
2. The [National Planning Policy Framework](#) states that 'It is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. Since minerals are a finite natural resource, and can only be worked where they are found, best use needs to be made of them to secure their long-term conservation. Further, The [Marine Policy Statement](#) section 3.5.1 highlights that England has some of the best marine aggregate resources in the world.

Where are licenced areas for marine aggregate extraction activities in the north west marine plan areas?

3. There are currently no active licensed aggregate extraction areas in the north west marine plan areas. New marine aggregate leasing rounds are usually run by the Crown Estate every two years, which means the spatial extent of this policy may change.
4. The most up to date information on licensed aggregate extraction areas can be found on the [Marine Information System](#).

When do marine aggregate extraction activities take place in the north west marine plan areas?

5. Aggregate extraction may occur year-round, but is often constrained to outside of sensitive migration periods for fish. This period is species dependant, but sometimes falls during the summer months. The north west marine plan areas are important spawning grounds for plaice, which spawn earlier in the year in January and February.

Why is marine aggregate extraction important to the north west marine plan areas?

6. Marine aggregate extraction are important for ensuring a supply of sand and gravel to the English and wider European construction industry. Over 20 million tonnes is extracted annually In England, and nearly 20% of aggregates currently used for construction is marine aggregate¹.

7. Who is this of interest to?

- Ports and harbour authorities
- Terrestrial planning authorities
- Marine Management Organisation licensing
- Developers
- Recreational users of the marine area

How should this policy be applied?

8. Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction.
9. Proposals should demonstrate that they have given due consideration to existing aggregate licence areas and that they have consulted all relevant stakeholders, by considering the figures below and the most up to date information on the [Marine Information System](#). Stakeholders may include aggregate extraction businesses and the relevant land owner, often the Crown Estate.
10. **Figure XXX** outlines current licensed aggregate extraction areas in the north west marine plan areas.
11. **Figure XXX** should not be considered in isolation and any interpretation is subject to review with neighbouring jurisdictions to ensure all aggregates extraction areas are considered.
12. Please visit the [Marine Information System](#) for up to date versions of these maps.
13. Public authorities will take account of a range of relevant considerations including compliance with legislation, regulations and environmental assessment.

Signposting

14. Further information and guidance that may help in implementing the policy include:
 - NW-AGG-2
 - NW-AGG-3

¹ https://www.thecrownestate.co.uk/media/2483/marineplusaggregates_2017_web.pdf

Policy drafting template – NW-AGG-2

HLMO	Achieving a Sustainable Marine Economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Marine Aggregates	Code	NW-AGG-2

Policy

NW-AGG-2 Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction

What are marine aggregate exploration and option agreements?

1. An aggregates exploration area' includes what The Crown Estate refers to as the 'act of investigating, through survey techniques for commercially viable aggregate resources within a defined area of seabed, and is subject to the exclusive option agreement'. Aggregate exploration occurs within a defined search area which is larger than the area of the final production agreement.
2. Following acceptance of a tender area, The Crown Estate, alongside the issuing of a prospecting and exploration licence, will also issue an Option Agreement. The Option Agreement provides exclusive rights to develop a production licence. The Option Agreement is for an initial period of 5 years from the date of the tender, and can be extended for a further 5 years if the application process has been delayed.

Where are aggregate areas subject to exploration and options agreement in the north west marine plan areas?

3. Currently there are no areas subject to exploration and options agreement in the north west marine plan areas.
4. Aggregate option and exploration areas change when a new round of leasing is undertaken by the [Crown Estate](#), and as exploration rights are surrendered to make way for production agreements. Up to date figures of aggregates exploration and options agreement areas can be found on the [marine information system](#).

When do marine aggregate exploration activities take place in the north west marine plan areas?

5. Aggregate exploration may occur year-round, but is often constrained to the better weather of the summer months. Increased activity is likely in the exploration and options areas following each round of leasing, as new areas are announced.

Why is marine aggregate extraction important to the north west marine plan areas?

6. It is important that exploration areas have a level of protection, to ensure sure that the smaller (in area) production agreements can be implemented and aggregate extraction can continue.

7. Marine aggregate extraction are important for ensuring a supply of sand and gravel to the English and wider European construction industry. Over 20 million tonnes is extracted annually In England, and nearly 20% of aggregates currently used for construction is marine aggregate¹. Demand is predominantly for use in construction projects, supporting associated benefits such as investment and jobs, and contributing to the economy both in the UK and in Europe.

8. Who is this of interest to?

- Ports and harbour authorities
- Terrestrial planning authorities
- Marine Management Organisation licensing
- Developers
- Recreational users of the marine area

How should this policy be applied?

9. Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction.

10. Some examples of activities which are unlikely to be compatible with aggregates extraction are:

- Other dredging activities
- Energy extraction
- Cable placement
- Certain types of fishing (bottom trawling and netting)

11. Proposals should demonstrate that they have given due consideration to areas subject to exploration and option agreements, and that they have consulted all relevant stakeholders. This may include aggregate extraction businesses and the relevant land owner, the Crown Estate.

12. Once an operator's exploration or options rights are relinquished for any reason (such as the transfer of an area to a production agreement or finding the area unsuitable for aggregates extraction) they will fall outside of the scope of this policy.

13. Figure XXX outlines current explorations and option agreement areas in the north west marine plan areas.

14. Figure XXX should not be considered in isolation and any interpretation is subject to review with neighbouring jurisdictions to ensure all areas are considered.

15. Please visit the [Marine Information System](#) for up to date versions of these maps.

16. Public authorities will take account of a range of relevant considerations including compliance with legislation, regulations and environmental assessment.

Signposting

17. Further information and guidance that may help in implementing the policy include:

- NW-AGG-1

¹ https://www.thecrownestate.co.uk/media/2483/marineplusaggregates_2017_web.pdf

- NW-AGG-3

Iteration 3 draft

Policy drafting template – NW-AGG-3

HLMO	Achieving a Sustainable Marine Economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Marine Aggregates	Code	NW-AGG-3

Policy

NW-AGG-3 Proposals in areas where high potential aggregate resource occurs should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on aggregate extraction, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.

What are areas of high potential aggregate resource?

1. Areas of high potential aggregate resource describes spatial areas where there is a high potential for aggregate resource, which can be used to guide future decisions on aggregate extraction, exploration and optioning.
2. Areas of high potential aggregate resource were developed by the British Geological Survey, in conjunction with the Crown Estate. Areas of high potential aggregate resource were identified by spatially modelling a mix of existing geological evidence, sea bed and core samples taken by the British Geological Survey, bathymetry and geophysical information¹.

Where are high potential aggregate resource areas in the north west marine plan areas?

3. The areas defined as high potential aggregate resource are based on mapping undertaken by British Geological Survey on behalf of The Crown Estate and identify the locations with the greatest potential for aggregate resource. These are shown in figure XXX and on the [Marine Information System](#).

When do marine aggregate extraction activities take place in the north west marine plan areas?

4. Aggregate extraction may occur year-round, but is often constrained to outside of sensitive migration periods for fish. This period is species dependant, but sometimes falls during the summer months. The north west marine plan areas are important spawning grounds for plaice, which spawn earlier in the year, in January and February.

Why are areas of high potential aggregate resource important to the north west marine plan areas?

5. It is important that future potential areas of extraction have a level of protection, to ensure the continued availability of marine aggregates for construction. Marine aggregate extraction are important for ensuring a supply of sand and gravel to the English and wider European construction industry. Over 20 million tonnes is

¹ <http://www.marineaggregates.info/images/publications/SandAndGravelResourcesOfTheUKCS-WelshWatersAndTheIrishSeaReport.pdf>

extracted annually In England, and nearly 20% of aggregates currently used for construction is marine aggregate². Demand is predominantly for use in construction projects, supporting associated benefits such as investment and jobs, and contributing to the economy both in the UK and in Europe.

6. Who is this of interest to?

- Ports and harbour authorities
- Terrestrial planning authorities
- Marine Management Organisation licensing
- Developers
- Recreational users of the marine area

How should this policy be applied?

7. Proposals in areas where high potential aggregate resource occurs should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on aggregate extraction, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.
8. Proposals should demonstrate that they have given due consideration to areas of high potential for aggregate resource, and that they have consulted all relevant stakeholders. This may include aggregate extraction businesses and the relevant land owner, the Crown Estate.
9. **Figure XXX** outlines high potential aggregate resource areas in the north west marine plan areas.
10. Please visit the Marine Information System for up to date versions of these maps.
11. Public authorities will take account of a range of relevant considerations including compliance with legislation, regulations and environmental assessment

Signposting

12. Further information and guidance that may help in implementing the policy include:
 - NW-AGG-1
 - NW-AGG-2

² https://www.thecrownestate.co.uk/media/2483/marineplusaggregates_2017_web.pdf

Plan area	North West		
Grouping	Aquaculture		
Related High Level Marine Objectives (HLMO).	Achieving a sustainable marine economy Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.		
Other relevant policies	NE-FISH-1 NE-FISH-2 NE-FISH-3 NE-FISH-4 NE-EMP-1 NE-EMP-2		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-AQ-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.
Grouping	Aquaculture	Code	NW-AQ-1

Policy

NW-AQ-1

Proposals in existing or within potential sustainable aquaculture production areas must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals must demonstrate that they will, in order of preference:

- a) avoid,
- b) minimise,
- c) mitigate significant adverse impacts on sustainable aquaculture,
- d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.

What is aquaculture?

1. Aquaculture refers to the controlled rearing of aquatic shellfish and finfish, the cultivation of aquatic plants and algae and the restocking of wild populations, for example using lobster hatcheries where individuals are grown from eggs and released into the marine environment. Aquaculture can take place in both the inshore and offshore marine environment.
2. Sustainable aquaculture should not disrupt ecosystems, cause pollution or impact biodiversity, while reducing dependence on wild stocks (environmentally sustainable). Aquaculture businesses should be viable with good long-term prospects that help meet increased customer demand (economically sustainable) and should be socially responsible and positively impact on surrounding communities through the creation of jobs and businesses (socially sustainable).

Where is aquaculture in the north west marine plan areas?

3. The existing aquaculture industry across England is based predominantly in the inshore marine areas. The (MMO 2016) [MMO Sustainability appraisal scoping report](#) records 29.4% of the north west marine plan area being used for shellfish production. There are 'important shellfish beds for cockles in Morecombe Bay and mussels in Heysham flat, New Brighton and Lytham and Pacific oyster in Silloth.' There is also an oyster hatchery (plus some mussel spat) on the north coast of Morecambe Bay (Europe's largest oyster nursery) and further production on the Cumbrian coast (Seafish (2016) [The Seafish Guide to Who's Who in UK Aquaculture](#)). Mussels are also farmed at Ravenglass and there are proposals for future mussel culture at Morecambe Bay. There is currently no marine finfish aquaculture in the north west marine plan areas.

When does aquaculture take place in north west marine plan areas?

4. Aquaculture takes place all year round at sites in the north west. Breeding and growing seasons are influenced by temperature, resulting in seasonal variations in production and harvest which occur primarily in warmer summer months, though production does occur throughout the year. Harvesting may be happening at particular seasons, influenced by the market for shellfish which may be greater at certain times of the year due to market requirements.
5. Waters in the north of England will provide shorter growing seasons for shellfish such as scallops. More specialist collection of shellfish seed can be used to balance out seasonal variations and ensure more constant production (Seafish (2016) [SR694 Aquaculture in England, Wales and Northern Ireland](#)).
6. Seaweed has two primary growing seasons. Though there are many variations in these according to species. Red and green seaweed grow in the spring and summer, and brown in the winter. All seaweed will require seeding prior to growing months and harvesting afterwards. Harvesting should take account of key growing seasons.

Why is aquaculture important to the north west marine plan areas?

7. Aquaculture is an important industry in the UK; valued at £28.9 million in 2014 (Seafish (2016) [The Seafish Guide to Who's Who in UK Aquaculture](#)). There is significant potential for shellfish aquaculture development in the north west, particularly for mussels (MMO (2017) [Futures analysis for the North East, North West, South East and South West marine plan areas](#)) As a rapidly growing marine activity, aquaculture is a key area for development due to its potential to contribute to the sustainability and security of the UK's food supply, 80% of which is imported from sources, many of which are not robust in the long term and subject to global demand and competition (Defra (2012) [Planning for sustainable growth in the English Aquaculture Industry](#)).. Aquaculture also supports diversification of the fishing sector, see NW-AQ-2.
8. The integration of aquaculture with other coastal activities can extend the benefits of the sector to the wider community and across other marine activities (MMO (2013) [Social impacts of fisheries, aquaculture, recreation, tourism and marine protected areas \(MPAs\) in marine plan areas in England](#)). Wider demands of aquaculture can include infrastructure investment (NW-AQ-2) and the utilisation of local resources and skills such boat building, providing support and stability to coastal communities in the wake of aging and emigrating populations (MMO (2016) [Evidence Supporting the Use of Environmental Remediation to Improve Water Quality in the south marine plan areas](#)).
9. Aquaculture is a means to increasing or maintaining employment levels in the north west and realising the associated social benefits; particularly important in coastal peripheral towns or ports with high levels of unemployment, or for communities where the employment base is transitioning from traditional occupations and is vulnerable to economic fluctuations. The largest oyster nurseries in Europe are located in Morecambe Bay, being an important source of oyster seed for farms across the UK and also in Ireland. Although the regional employment in aquaculture is 0.01%, the industry provides a significant economic contribution to deprived and peripheral areas, and those where there are limited numbers of alternative employment options (MMO (2016) [Sustainability appraisal scoping report](#)). In the 1980s, fishermen used expertise gained seasonally to transition fully into

aquaculture in the face of quota-related uncertainty (MMO (2013) [Social impacts of fisheries, aquaculture, recreation, tourism and marine protected areas \(MPAs\) in marine plan areas in England](#)). The establishment of agencies supporting aquaculture, protecting the surrounding environment and monitoring the quality of output can also lead to the creation of jobs.

10. Aquaculture is based on renewable resources, and is a means to conserve and recover marine biodiversity through restocking species. Restocked species can support commercial and recreational fishing and assist the recovery of habitats in the north west. Sustainable oyster populations, which not only provide ecosystem services (such as water filtering and stabilising shorelines) through the establishment of reefs can support the livelihoods of local fishermen. In Poole Harbour, farmed Manila clams which spread from their culture site were allowed to be harvested went on to benefit local fishermen as they commanded high market prices.
11. Aquaculture relies on good water quality and the control of pollution. Poor water quality can lead to reduced growth and an increased risk of disease to farmed species and human consumers. Water quality in the north west marine plan areas are mostly of moderate and good ecological status and good and poor chemical status, while there are eight classified shellfish waters in the area that are failing to achieve their objectives (MMO (2016) [Sustainability appraisal scoping report](#)). With high water quality status minimal processing of harvested shellfish is required due to a need to meet safety standards of clean aquaculture production. Processed shellfish are also unable to command as high a market price. The main shellfish species cultured in the north west plan areas are filter feeders and can actually improve water quality through natural cleaning functions.
12. NW-AQ-1 supports the continuation of existing production by focussing on maintaining space for the industry, ensuring other activities demonstrate consideration of and compatibility with aquaculture.

Who is this of interest to?

13. Public Authorities such as
 - Marine Management Organisation
 - Natural England
 - local planning authorities
 - United Utilities
 - Centre for Environment, Fisheries and Aquaculture Science
 - Inshore Fisheries and Conservation Authorities
 - The Crown Estate
 - The Environment Agency
 - Seafish
 - local recreational groups
 - Shellfish Association of Great Britain

How should this policy be applied?

14. Proposals within current and potential aquaculture production areas must demonstrate they have considered potential significant adverse impacts on:
 - water quality within the site where common adverse impacts could include pollutant release or increases in turbidity,

- the culture species and its immediate environment - more information on culture species can be found in species profiles,
- the wider water column – for example could pollutants or invasive species released by your proposal flow towards an aquaculture site?

15. Applicants can view areas of current and future potential sustainable aquaculture within the north west marine plan area by viewing aquaculture models and relevant layers in [Marine Information System](#).

16. Relevant organisations it may be beneficial to consult to determine whether there are aquaculture developments (or proposals), and the potential impacts of the proposal include:

- the Centre for Environment, Fisheries and Aquaculture Science, who can advise on water quality and wider species requirements in relation to aquaculture,
- Inshore Fisheries and Conservation Authorities if your proposal is within 0-6nm as they will be aware of aquaculture operations here,
- The Crown Estate for land use consents or if a proposal is outside 6nm as they will be aware of any aquaculture lease proposals here,
- Natural England who are responsible for management agreements in SSSIs for activities that are likely to damage the protected features,
- Fish Health Inspectorate – to ensure that aquaculture production businesses are compliant with European and national aquatic animal health legislation.

17. Engagement should be as early as possible in the planning process, and evidence should be provided within the proposal. Early engagement will improve compatibility and may increase support for proposals.

18. Proposals should demonstrate that they will, in order of preference, minimise or mitigate significant adverse impacts on areas of potential sustainable aquaculture production. Proposals cannot proceed to (c) unless they have first demonstrated why they cannot meet (a) or (b) etc. Adverse impacts on potential sustainable aquaculture can be avoided by considering the location of any development. Examples of how adverse impacts can be minimised or mitigated include: change in location, and provision of space within the proposal area for aquaculture production. Where it is not possible to mitigate significant adverse impacts proposals must state the case for proceeding, including how the proposal supports the North West Marine Plan vision, objectives and policies. Inclusion of this information does not indicate that approval of the proposal will follow by default. That will also depend on other material considerations to be taken into account by the decision-maker.

19. Decision-makers will apply this policy when determining planning permission for proposals in areas of potential aquaculture production. Areas of current and future potential aquaculture must be considered. Given the uncertainty on the exact location of future aquaculture developments, the policy makes allowance for the possibility of other, competing developments to proceed under particular circumstances.

20. Decision-makers should assess the potential impacts that proposals may have on areas of potential aquaculture production, and measures taken into account to promote coexistence and compatibility. The potential importance and relative

contributions of areas of aquaculture potential should also be considered. Public authorities should take into account evidence of consultation with relevant organisations concerning existing aquaculture businesses and areas of potential future sustainable aquaculture.

Monitoring

21. Increase in aquaculture business levels and amount of produce landed based on EC 762/2008 tonnages and EC 199/2008 employment levels reporting, UK aquaculture business permits granted and submissions to the EMFF theme 6. This indicator uses data collected to report statistics on UK aquaculture under EC Regulations:
 - (EC) No 762/2008 requires submission of data on aquaculture production (tonnages of fish harvested; egg and juvenile output from hatcheries and nurseries and destination; eggs for human consumption, eg caviar; inputs to aquaculture from the wild; aquaculture systems used)
 - (EC) No 199/2008 requires submission of data on employment, numbers of enterprises and various indicators of economic performance
 - Aquaculture Production Business Permits - Proponents must apply to the Fish Health Inspectorate (FHI) for authorisation to set up aquaculture production business. This is to prevent the introduction and spread of infectious diseases
22. Stakeholder survey responses identify the extent to which stakeholders perceive predicted policy specific outcomes have occurred.
23. Responses in bespoke stakeholder questionnaires or interviews identify the extent to which stakeholders identify that predicted policy specific outcomes have occurred. For example, in view of your business targets, has your organisation (port or harbour) been able to realise its' aspirations in terms of growth or activity (either increased or maintained) as outlined in NW-AQ-1?

Signposting

24. Existing measures which relate to, and may contribute to the achievement of this policy include:
 - [Marine Policy Statement](#)
 - [Aquatic Animal Health \(England and Wales\) Regulations 2009](#)
 - [Alien and Locally Absent Species in Aquaculture \(England and Wales\) Regulations 2011](#)
 - [The Gangmasters \(Licensing\) Act 2004](#)
25. Further information and guidance that may help in implementing the policy include:
 - [National Planning Policy Framework](#)
 - [The Water Framework Directive](#)
 - [River Basin Management Plans](#)
 - [Habitat Regulations](#)
 - [Sustainable aquaculture: the United Kingdom multiannual national plan](#)
 - [Exemption guidance](#)
 - NW-AQ-2
 - [Fish, shellfish or crustacean farm authorisation](#)
 - [Marine Information System](#)
 - [Licensing Application Process](#)
 - [Guidance on Aquaculture and Natura 2000](#)

- [Application of the Water Framework Directive \(WFD\) and the Marine Strategy Framework Directive \(MSFD\) in relation to aquaculture](#)
- Background information for sustainable aquaculture development, addressing environmental protection in particular - [Part 1](#) and [Part 2](#)

Iteration 3 draft

Policy drafting template – NW-AQ-2

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.
Grouping	Aquaculture	Code	NW-AQ-2

Policy

NW-AQ-2

Proposals enabling the provision of appropriate infrastructure for sustainable fisheries, aquaculture and related industries will be supported.

What is infrastructure for sustainable fisheries and aquaculture?

1. Infrastructure for fisheries supports and enables commercial and subsistence fishing and the wider processing industry. This policy addresses shoreside infrastructure as listed below, not marine infrastructure that enables the capture of wild fish (for example vessels, pots, nets and fishing gear).
2. Infrastructure for aquaculture supports and enables the cultivation of algae, shellfish, and finfish, and the restocking of wild populations using hatcheries. Aquaculture can use extensive areas. For example, shellfish are often re-layed from natural beds to areas better suited for on-growing. Shellfish can also be farmed intensively, and for fish and algal aquaculture intensive growing is often the preferred method using trestles, racks, ropes, cages and other fixed infrastructure.
3. Sustainable aquaculture and fisheries require much of the same shoreside infrastructure. Examples to consider under this policy could include (but are not limited to):
 - ports and harbours with offloading facilities (vessel berths for dry goods landing),
 - storage and processing facilities (including depuration plants for shellfish and storage for wet fish, dry goods and other produce),
 - repair and chandlery facilities,
 - markets, including infrastructure that helps build supply chain resilience
 - local food establishments,
 - transport of produce to shore and once on shore (logistics companies),
4. Both fishing and aquaculture are highly variable industries with the infrastructure required depending on the system in use.

Where is infrastructure for sustainable fisheries and aquaculture in the north west marine plan areas?

5. The extent of aquaculture in the north west marine plan area is varied; there are also areas highlighted for future sustainable production released as part of the north west marine plan products. The (MMO 2016) [MMO Sustainability appraisal scoping report](#) records 29.4% of the north west marine plan area being used for shellfish production, the highest percentage across all marine areas. Specific sites for culture

are highlighted in NW-AQ-1, aquaculture-specific infrastructure as described above such as ropes and trestles for mussels can be found at these sites.

6. In the north west marine area, the major port for fisheries landings is Whitehaven, which also have supply chain connections to smaller ports. The Solway Firth contains a series of small but active ports with docks and associated infrastructure. A coastal railway links the port towns of Whitehaven, Workington and Maryport. Infrastructure for marine fisheries and aquaculture across the north west region includes all port and harbour facilities and associated landing, storage and offloading facilities for fish, as well as storage and processing facilities and other supporting infrastructure such as transporters and sellers of produce.

When does sustainable fisheries and aquaculture take place in north west marine plan areas?

7. As highlighted in NW-AQ-1 there is seasonality in the growing seasons for cultured species, though associated actions can take place throughout the year. Fisheries also have seasonality based on different species though vessels are able to harvest different species throughout the year to maintain their production levels. Infrastructure supporting these activities also must operate all year round.

Why is infrastructure for sustainable fisheries and aquaculture important to the north west marine plan areas?

8. The north west marine plan areas are important for England's fishing industry, and aquaculture has been identified as an important area for development due to its potential to contribute to the sustainability and security of the UK's food supply as highlighted in NW-AQ-1.
9. Sufficient infrastructure should be available to help maintain current contributions of fisheries and aquaculture, as well as enable and support future developments such as potential larger scale offshore finfish aquaculture operations. It is especially appropriate to support infrastructure for both fisheries and aquaculture since they can share much of the same shoreside infrastructure for landing and processing. By considering both fisheries and aquaculture, this policy may also further support the diversification of fishermen
10. Fisheries and aquaculture industries employ people across a number of different skill sets, including boat handlers, processors, species cultivators and business managers. Both fisheries and aquaculture are seen as industries where development could occur particularly at local levels.
11. Maintenance and enhancement of infrastructure is important for fisheries and aquaculture activity, which are increasingly restricted for space by competing activities such as offshore renewable energy and new marine protected areas. Without the right infrastructure the potential value of fishing and aquaculture cannot be realised.
12. NW-AQ-2 aims to maintain and develop infrastructure for fisheries and aquaculture industries. This will ensure that appropriate facilities are available to support production, landing, processing and transport of produce. Provisions may include sharing infrastructure and the responsibility for it, for example, shared slipways or other access points or landing facilities. This supports the development of

aquaculture projects and improves the integration between marine and terrestrial elements involved in aquaculture and fisheries.

13. This policy is particularly important in the north west marine plan area as wider investment in infrastructure and the demand for traditional skills such as boat building will support local economies, thereby contributing to reduced emigration and the maintenance of traditions and culture providing stability to remote or peripheral communities. This will help maintain their traditions and social identities (MMO (2013) [Social impacts of fisheries, aquaculture, recreation, tourism and marine protected areas \(MPAs\) in marine plan areas in England](#)). The policy also ensures that existing onshore facilities contribute to marine employment purposes. If these facilities are utilised to their maximum potential for fisheries and aquaculture industries, other onshore areas will be protected from sterilisation and can be used for other developments.
14. This policy indirectly links to policies regarding employment (NW-EMP-1 and NW-EMP-2) and could lead to an increase in employment.

Who is this of interest to?

15. Public Authorities such as
- ports and harbour authorities
 - terrestrial planning authorities
 - Marine Management Organisation licensing
 - Inshore Fisheries and Conservation Authorities
 - local enterprise partnerships
 - Seafish
 - local recreational groups

How should this policy be applied?

16. Proposals and decision-makers should consider the impacts to infrastructure, and evidence how support can be given via the proposed development. It is positive impacts on such infrastructure (eg increase facilities) that public authorities are looking for when deciding if the proposal can be supported under this policy.
17. Proposals should show how they have consulted the following organisations to enable a greater understanding of how their development could support sustainable infrastructure for aquaculture and fisheries. The potential impacts identified through discussions should be evidenced in the proposal.
- Seafish - advice on the distribution and requirements of capture fisheries and aquaculture industry
 - Shellfish Association of Great Britain - can offer advice on shellfish specific fisheries and aquaculture requirements,
 - Inshore Fisheries and Conservation Authorities - will have detailed knowledge of fisheries and aquaculture operations in their district,
 - The Crown Estate – lease land in the inshore and offshore marine areas of marine developments
18. Applicants should ensure that proposals do not result in significant environmental impacts. During infrastructure development of impacts upon hydrodynamic regimes, sediment movement and substrate types will be considered. Current aquaculture in the north west marine area is composed of shellfish facilities that are generally small

scale and are not removing large tracts of habitat. Many current aquaculture sites are based around existing natural beds that were once much more extensive in nature. Individual developments of the scale likely to cause impact will, where necessary, include conditions to mitigate impacts on marine mammals.

19. As with other marine activities the aquaculture industry may increase disturbance for example through vessel traffic, and could displace wildlife through mooring lines etc. Other relevant policies include NW-DIST-1, NW-UWN-2 and relevant legislation.
20. Applicants can identify existing infrastructure that supports fisheries and aquaculture within the north west marine plan area by viewing aquaculture models and relevant layers in MIS. Areas of current and potential future aquaculture production can also be viewed.
21. Public authorities with functions capable of influencing relevant infrastructure should consider the provision and maintenance of appropriate infrastructure to support fisheries and aquaculture operations in the north west marine area. This could include ensuring that facilities are fully operational and accessible to operators.
22. Proposals should also ensure cohesion with local planning authorities and terrestrial plans when concerned with the provision and use of infrastructure on land to support fisheries and aquaculture, such as large scale offshore finfish aquaculture operations that may develop in the future. As part of this, provision and use of infrastructure for aquaculture and fisheries should also consider the opportunity to influence and improve local employment opportunities. The [Coastal Concordat](#) sets out how regulatory bodies can co-ordinate the separate processes for coastal development consents including aquaculture, while paragraphs 24-27 of the National Planning Policy Framework highlight methods for effective cooperation and joint working between authorities. Applicants should demonstrate how their proposals improve integration between marine and terrestrial elements.

Monitoring

23. Stakeholder survey responses identify the extent to which stakeholders perceive predicted policy specific outcomes have occurred.
 - Responses in bespoke stakeholder questionnaires or interviews identify the extent to which stakeholders identify that predicted policy specific outcomes have occurred. For example, in view of your business targets, has your organisation (port or harbour) been able to realise its' aspirations in terms of growth or activity (either increased or maintained) as outlined in NW-AQ-2?

Signposting

24. Existing measures which relate to, and may contribute to the achievement of this policy:
 - [Marine Policy Statement](#)
 - [Localism Act 2011](#)
 - [International Regulations for the Prevention of Collision at Sea](#)
 - [Planning Act \(2008\)](#)
25. Further information and guidance that may help in implementing the policy include:
 - [National Planning Policy Framework](#)
 - [Coastal Concordat](#)

- NW-AQ-1
- FISH Policies
- INF Policies
- EMP Policies
- [Fish, shellfish or crustacean farm authorisation](#)
- [Marine Information System](#)
- [Licensing Application Process](#)

Iteration 3 draft

Plan area	North West		
Grouping	Cables		
Related High Level Marine Objectives (HLMO).	Achieving a sustainable marine economy Infrastructure is in place to support and promote safe, profitable and efficient marine business		
Other relevant policies	NW-GOV-1 NW-CO-1		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-CAB-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Infrastructure is in place to support and promote safe, profitable and efficient marine business
Grouping	Infrastructure/Cables	Code	NW-CAB-1

Policy

NW-CAB-1 Cables

Proposals which demonstrate due account to the potential for cable burial, interaction and coexistence with other users of the sea will be supported. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.

What are subsea cables?

1. Subsea cables are used for several purposes, including connecting offshore infrastructure to the point where the cable comes ashore, connecting different electricity markets known as interconnectors, and ensuring telecommunication between separate landmasses. Submarine cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission.
2. Subsea cables are subject to differing controls in legislation and licensing depending on what the cables are for and where the cables are to be located. All subsea cables are subject to licensing controls within the 12nm UK territorial waters, although the licensing process for telecommunication and interconnector cables is different from that of those used for offshore energy generation. Outside the 12nm limit telecommunications and interconnector cables are exempt from licensing, but cables associated with exploration or exploitation of natural resources (such as offshore wind energy generation) within the UK Exclusive Economic Zone remain subject to licensing control (for example interarray cables for wind farms or power cables).
3. Licensing controls protect cables to reduce the risk of telecommunications unavailability of service, or lack of power supply.
4. NW-CAB-1 supports and encourages cable burial where possible to meet the needs of the sector whilst making allowances for alternative methods of cable protection where more appropriate. The policy also enables the maximum potential opportunity for other uses of the north west marine plan areas by encouraging coexistence and compatibility between different users of the marine area. NW-CAB-1 supports infrastructure that encourages marine businesses.

Where are subsea cables in the north west marine plan areas?

5. The north west marine plan area contain several large wind farms and therefore interconnector cables play an essential part in maintaining the nation's energy supply. There are also several landfall sites for telecommunication cables at

Heysham, Blackpool and Southport. The total length of subsea cables in the north west marine plan areas is 940km.

6. The north west marine plan areas is also notable for the high density of cable routes connecting Ireland, Northern Ireland and the Isla of Man with England.

When does subsea cable activity take place in north west marine plan areas?

7. Subsea cables operate year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year.

Why are subsea cables important to the north west marine plan areas?

8. Subsea cabling is important to the growth and sustainability of a range of areas including:
 - telecommunications
 - offshore wind farms
 - electricity transmission
 - climate change mitigation.
9. Submarine telecommunications cable connectivity is a vital part of supplying a high quality superfast broadband experience to users. It contributed to the [Broadband Delivery UK](#) plans to achieve superfast broadband for up to 95% of the UK by 2017, and will by 2020 ensure that everyone in the UK has a clear, enforceable right to request high speed broadband. Successful implementation of the [Broadband Delivery UK](#) plans may well require new infrastructure or upgrades to existing infrastructure.
10. Lack of telecommunications service can have a significant impact upon the financial trading industry and other internet based businesses, with considerable implications for the economy. Also given their support role to the UK, electricity power cables need similar protection measures to ensure the safety and security of the energy supply network.
11. [The Marine Policy Statement \(3.7.1\)](#) and [Broadband Delivery UK](#) emphasise the importance of telecommunication and power cabling as vital infrastructure for the domestic and global economy. Timely development of the telecommunications network in all parts of the UK is vital to action the government's plan for minimum broadband speed. The [National Planning Policy Framework \(Parts 10 and 14\)](#) confirms support for continued expansion of high quality, advanced communications infrastructure, in which cables play an essential part. National policy also continues to support the development of offshore wind energy and the associated subsea cables to connect those installations to land, with continued funding and support set out in the [Renewable Energy Road Map](#). This approach supports both the [Clean Growth Strategy](#) and [Industrial Strategy](#).
12. Cables are also important for future of electricity transmission, including the mitigation of climate change through greater efficiency and enhanced cabling and transmission networks. The mapping of impacts of cables and their mitigation is in progress by the National Grid. Similarly interconnectors between European countries provide a number of services to electricity markets.

Who is this of interest to?

13. Public authorities such as;

- Local Planning Authorities
- The Planning Inspectorate
- Marine Management Organisation licensing
- Department for Business, Energy & Industrial Strategy
- The Crown Estate
- Trinity House
- Maritime and Coastguard Agency
- United Kingdom Hydrographic Office

How should this policy be implemented?

14. For developments including subsea cables, preference should be given to proposals for cable installation where the method of installation is burial.
15. Where burial is not achievable, developers should show due consideration of protection measures for the proposed development. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures.
16. Alternative protection measures may include rock armour or other various types of scour protection.
17. Areas where cable burial may not be appropriate include for example, areas of hard seabed, or areas where burying a cable may have a larger environmental impact than another cable protection method.
18. Proposals should also demonstrate consultation with relevant stakeholders. This may include but not be limited to, National Grid, European Subsea Cables Association, Marine Management Organisation, Department for Communities Media and Sport, local authorities, recreational users and fishing interests. Further information on existing cabling routes can be viewed on the [Marine Information System](#).

Signposting

19. Existing measures which relate to, and may contribute to the achievement of this policy include:
- [National Planning Policy Framework](#)
 - [MMO Cables Licensing Guidance](#)
 - MMO Cables [Desknote](#)
20. Further information and guidance that may help in implementing the policy include:
- Marine Information System
 - Renewable Energy Road Map
 - 25 Year Environment Plan
 - Ten Year Electricity Statement

Policy drafting template – NW-CAB-2

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
Grouping	Cables	Code	NW-CAB-2

Policy

NW-CAB-2

Proposals demonstrating compatibility with existing landfall sites and incorporating measures to enable development of future landfall opportunities should be supported. Where this is not possible proposals will, in order of preference: a) avoid b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding

What are subsea cables?

1. Subsea cables are used for several purposes, including connecting offshore infrastructure to the point where the cable comes ashore, connecting different electricity markets known as interconnectors, and ensuring telecommunication between separate landmasses. Submarine cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission.
2. Subsea cables are subject to differing controls in legislation and licensing depending on what the cables are for and where the cables are to be located. All subsea cables are subject to licensing controls within the 12nm UK territorial waters, although the licensing process for telecommunication and interconnector cables is different from that of those used for offshore energy generation. Outside the 12nm limit telecommunications and interconnector cables are exempt from licensing, but cables associated with exploration or exploitation of natural resources (such as offshore wind energy generation) within the UK Exclusive Economic Zone remain subject to licensing control (for example interarray cables for wind farms or power cables).
3. Licensing controls protect cables to reduce the risk of telecommunications unavailability of service, or lack of power supply.

Where are subsea cables in the north west marine plan areas?

4. The north west marine plan area contain several large wind farms and therefore interconnector cables play an essential part in maintaining the nation's energy supply. There are also several landfall sites for telecommunication cables at Heysham, Blackpool and Southport. The total length of subsea cables in the north west marine plan areas is 940km.
5. The north west marine plan areas is also notable for the high density of cable routes connecting Ireland, Northern Ireland and the Isla of Man with England.

When does subsea cable activity take place in north west marine plan areas?

6. Subsea cables operate year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year.

Why are subsea cables important to the north west marine plan areas?

7. Subsea cabling is important to the growth and sustainability of a range of areas including:
 - telecommunications
 - offshore wind farms
 - electricity transmission
 - climate change mitigation.
8. Submarine telecommunications cable connectivity is a vital part of supplying a high quality superfast broadband experience to users. It contributed to the [Broadband Delivery UK](#) plans to achieve superfast broadband for upto 95% of the UK by 2017, and will by 2020 ensure that everyone in the UK has a clear, enforceable right to request high speed broadband. Successful implementation of the [Broadband Delivery UK](#) plans may well require new infrastructure or upgrades to existing infrastructure.
9. Lack of telecommunications service can have a significant impact upon the financial trading industry and other internet based businesses, with considerable implications for the economy. Also given their support role to the UK, electricity power cables need similar protection measures to ensure the safety and security of the energy supply network.
10. [The Marine Policy Statement \(3.7.1\)](#) and [Broadband Delivery UK](#) emphasise the importance of telecommunication and power cabling as vital infrastructure for the domestic and global economy. Timely development of the telecommunications network in all parts of the UK is vital to action the government's plan for minimum broadband speed. The [National Planning Policy Framework \(Parts 10 and 14\)](#) confirms support for continued expansion of high quality, advanced communications infrastructure, in which cables play an essential part. National policy also continues to support the development of offshore wind energy and the associated subsea cables to connect those installations to land, with continued funding and support set out in the [Renewable Energy Road Map](#). This approach supports both the [Clean Growth Strategy](#) and [Industrial Strategy](#).
11. Cables are also important for future of electricity transmission, including the mitigation of climate change through greater efficiency and enhanced cabling and transmission networks. The mapping of impacts of cables and their mitigation is in progress by the National Grid. Similarly interconnectors between European countries provide a number of services to electricity markets.
12. Landfall sites for subsea cables are not currently protected from other uses, which may prevent these sites being used. Policy NW-CAB-2 supports the need to avoid displacement of this economically and socially vital activity. It gives clear direction to public authorities that proposals which may constrain or have an adverse impact upon landfall sites, should not be supported.

Who is this of interest to?

13. Public authorities such as;
 - Local Planning Authorities
 - The Planning Inspectorate
 - Marine Management Organisation licensing
 - Department for Business, Energy & Industrial Strategy
 - The Crown Estate
 - Trinity House
 - Maritime and Coastguard Agency
 - United Kingdom Hydrographic Office

How should this policy be implemented?

14. Proposals should demonstrate they have considered potential impacts on cable landfall sites within the area of their proposal, and make due consideration of the potential to develop the site for cable landfall in the future.
15. Proposals should demonstrate that they will, in order of preference, avoid, minimise or mitigate significant adverse impacts on new and existing landfall sites for subsea cables (telecoms, power and interconnectors). Proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a).
16. Where it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding, including how the proposal supports the South West Marine Plan vision, objectives and other plan policies. Inclusion of this information does not indicate that approval of the proposal will follow by default. That will also depend on other material considerations to be taken into account by the decision-maker.
17. Examples of how adverse impacts can be avoided, minimised or mitigated include: change in location, provision of space within the proposal area for cables to connect or alternative location for subsea cables to connect.
18. Proposals should also demonstrate consultation with relevant stakeholders. This may include but not be limited to, National Grid, European Subsea Cables Association, Marine Management Organisation, Department for Communities Media and Sport, local authorities, recreational users and fishing interests. Further information on existing cabling routes can be viewed on the [Marine Information System](#).

Signposting

19. Existing measures which relate to, and may contribute to the achievement of this policy include:
 - [National Planning Policy Framework](#)
 - [MMO Cables Licensing Guidance](#)
 - MMO Cables [Desknote](#)
20. Further information and guidance that may help in implementing the policy include:
 - Marine Information System
 - Renewable Energy Road Map
 - 25 Year Environment Plan
 - [Ten Year Electricity Statement](#)

Policy drafting template – NW-CAB-3

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
Grouping	Renewables and Cables	Code	NW-CAB-3

Policy

NW-CAB-3

Where seeking to locate close to existing sub-sea cables, proposals should demonstrate how ongoing function, maintenance and decommissioning activities of the cable will be facilitated.

What are sector/activity?

1. Subsea cables are used for several purposes, including connecting offshore infrastructure to the point where the cable comes ashore, connecting different electricity markets known as interconnectors, and ensuring telecommunication between separate landmasses. Submarine cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission.
2. Subsea cables are subject to differing controls in legislation and licensing depending on what the cables are for and where the cables are to be located. All subsea cables are subject to licensing controls within the 12nm UK territorial waters, although the licensing process for telecommunication and interconnector cables is different from that of those used for offshore energy generation. Outside the 12nm limit telecommunications and interconnector cables are exempt from licensing, but cables associated with exploration or exploitation of natural resources (such as offshore wind energy generation) within the UK Exclusive Economic Zone remain subject to licensing control (for example interarray cables for wind farms or power cables).
3. Licensing controls protect cables to reduce the risk of telecommunications unavailability of service, or lack of power supply.
4. NW-CAB-3 ensures proposals which propose to collocate to existing subsea cables appropriately demonstrate how ongoing functions of the subsea cable will be facilitated, ensuring operational impacts are minimised.

Where are subsea cables in the north west marine plan areas?

5. The north west marine plan area contain several large wind farms and therefore interconnector cables play an essential part in maintaining the nation's energy supply. There are also several landfall sites for telecommunication cables at Heysham, Blackpool and Southport. The total length of subsea cables in the north west marine plan areas is 940km.
6. The north west marine plan areas is also notable for the high density of cable routes connecting Ireland, Northern Ireland and the Isla of Man with England.

When subsea cable activity take place in north west marine plan areas?

7. Subsea cables operate year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year, however damage to essential links will be repaired as quickly as possible.

Why is are subsea cables important to the north west marine plan areas?

8. Subsea cabling is important to the growth and sustainability of a range of areas including:
 - telecommunications
 - offshore wind farms
 - electricity transmission
 - climate change mitigation.
9. Submarine telecommunications cable connectivity is a vital part of supplying a high quality superfast broadband experience to users. It contributed to the [Broadband Delivery UK](#) plans to achieve superfast broadband for up to 95% of the UK by 2017, and will by 2020 ensure that everyone in the UK has a clear, enforceable right to request high speed broadband. Successful implementation of the [Broadband Delivery UK](#) plans may well require new infrastructure or upgrades to existing infrastructure.
10. Lack of telecommunications service can have a significant impact upon the financial trading industry and other internet based businesses, with considerable implications for the economy. Also given their support role to the UK, electricity power cables need similar protection measures to ensure the safety and security of the energy supply network.
11. [The Marine Policy Statement \(3.7.1\)](#) and [Broadband Delivery UK](#) emphasise the importance of telecommunication and power cabling as vital infrastructure for the domestic and global economy. Timely development of the telecommunications network in all parts of the UK is vital to action the government's plan for minimum broadband speed. The [National Planning Policy Framework \(Parts 10 and 14\)](#) confirms support for continued expansion of high quality, advanced communications infrastructure, in which cables play an essential part. National policy also continues to support the development of offshore wind energy and the associated subsea cables to connect those installations to land, with continued funding and support set out in the [Renewable Energy Road Map](#). This approach supports both the [Clean Growth Strategy](#) and [Industrial Strategy](#).
12. Cables are also important for future of electricity transmission, including the mitigation of climate change through greater efficiency and enhanced cabling and transmission networks. The mapping of impacts of cables and their mitigation is in progress by the National Grid. Similarly interconnectors between European countries provide a number of services to electricity markets.

Who is this of interest to?

13. Any developers wishing to collocate a proposal with an existing subsea cable.
14. Public authorities such as;
 - Local Planning Authorities
 - Marine Management Organisation licensing

- Department for Business, Energy & Industrial Strategy
- The Crown Estate
- Trinity House
- Maritime and Coastguard Agency
- United Kingdom Hydrographic Office

How should this policy be applied?

15. Plans and strategies should consider subsea cables in relation to their area of interest, for example minerals and waste plans, when considering extraction of aggregate adjacent to subsea cable installations.
16. Proposals that seek to co-locate to existing sub-sea cables should demonstrate how ongoing function, maintenance and decommissioning activities of the cable will be facilitated.
17. Guidance agreed by industry as current best practice in relation to cable proximity and maintenance for offshore wind farms, has been endorsed by government departments with an interest in cables, and other agencies including the Marine Management Organisation. The Crown Estate study ([Proximity of offshore renewable energy installations and submarine cable infrastructure in UK waters](#)) supports industry **best practice**.
18. Proposals should also demonstrate consultation with relevant stakeholders. This may include but not be limited to, National Grid, European Subsea Cables Association, Marine Management Organisation, Department for Communities Media and Sport, local authorities, recreational users and fishing interests. Further information on existing cabling routes can be viewed on the [Marine Information System](#).
19. Consultation with the relevant stakeholders will ensure that appropriate demonstration of function, maintenance and decommissioning activities of cables can be provided.

Signposting

20. Existing measures which relate to, and may contribute to the achievement of this policy include:
 - [National Planning Policy Framework](#)
 - [MMO Cables Licensing Guidance](#)
 - MMO Cables [Desknote](#)
21. Further information and guidance that may help in implementing the policy include:
 - Marine Information System
 - Renewable Energy Road Map
 - Ten Year Electricity Statement
 - Broadband Delivery UK plans

Plan area	North West		
Grouping	Carbon Capture usage and Storage		
Related High Level Marine Objectives (HLMO).	Achieving a sustainable marine economy Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.		
Other relevant policies	NW-GOV-1 NW-CO-1 NW-OG-1		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-CCS-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.
Grouping	Energy	Code	NW-CCS-1

Policy

NW-CCS-1

Carbon Capture Usage and Storage proposals incorporating the re-use of existing oil and gas infrastructure will be supported.

What is carbon capture, usage and storage?

1. Carbon capture, usage and storage (CCUS) is a technology that can capture carbon dioxide emissions produced from the use of fossil fuels in electricity generation and industrial processes, preventing the carbon dioxide from entering the atmosphere. The captured carbon dioxide can then be either stored or utilised in other processes or to make new products.
2. CCUS is the process of:
 - a) **capturing** carbon dioxide from industrial processes or electricity production
 - b) **transporting** compressed (liquid) carbon dioxide by pipeline or ship to a storage site
 - c) **storing** the carbon dioxide in very deep subsurface rock formations, where it can be safely and permanently stored. Suitable storage sites include, but are not limited to, depleted oil and gas fields.
 - d) In some instances the captured carbon dioxide can be utilised.
3. CCUS has the potential to decarbonise the economy and maximise economic opportunities for the UK. Government wants the UK to become a global technology leader in CCUS and, in October 2017, the government announced its new approach to CCUS in the Clean Growth Strategy setting out the range of actions, domestically and internationally, that Government will take to unlock its potential.

Where is carbon capture and storage the north west marine plan areas?

4. Carbon dioxide can only be safely stored where geology and infrastructure is suitable; this is reflected in the locations of existing oil and gas installations which have the same locational requirements. The Energy Technologies Institute have highlighted potential carbon dioxide storage sites in their [Strategic UK CCS Appraisal](#), while [CO₂ Stored](#) illustrates potential storage sites in the UK offshore marine area. Figure **XXX** identifies potential areas and infrastructure for carbon capture and storage.
5. The majority of the storage units are in three major regions, the Southern North Sea, The Central and Northern North Sea and the East Irish Sea. The offshore regions are prioritised for storage as they are known to have suitable geology. Onshore oil

and gas fields are likely to be too small to store the large amounts of carbon dioxide needed to reduce emissions.

When does sector/activity take place in north west marine plan areas?

6. CCUS has the potential to operate year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year, however emergency repairs will be undertaken as required.

Why is carbon capture and storage important to the north west marine plan areas?

7. The United Kingdom offshore area is considered to be one of the most promising locations anywhere in the world to permanently store carbon dioxide ([Marine Policy Statement 3.3.31](#)). CCUS is regarded internationally as a key abatement technology for limiting the impact of climate change, including the impact on the marine environment, and is potentially important for both the power and industrial sectors. Many industrial sectors have no other option for emission reductions aside from carbon capture and storage, as their carbon dioxide is both process and fuel generated. The [Carbon Capture and Storage Roadmap](#) identifies potential deployment rates for carbon capture and storage, and estimates commercial benefits of £3 – 6.5 billion a year by the late 2020s as well as supporting circa 100,000 jobs by 2030. These figures are similar to estimates in the [Marine Policy Statement \(3.3.34\)](#).
8. The overarching [National Policy Statement for Energy EN-1](#) states that ‘all commercial scale (at or over 300 Megawatts) combustion power stations (including gas, coal, oil or biomass) have to be constructed carbon capture ready’ and that ‘new coal-fired power stations are required to demonstrate carbon capture and storage on at least 300 Megawatts of the proposed generating capacity’. The [Marine Policy Statement \(3.3.33\)](#) states that ‘there are also possibilities to re-use existing infrastructure’ to provide access to storage sites. EN-1 also states that ‘initially, attention is likely to focus on depleted oil and gas fields’.
9. **Who is this of interest to?**
 - Terrestrial planning authorities
 - Marine Management Organisation
 - BEIS
 - The Crown Estate
 - Scottish Crown Estate
 - Oil and Gas Authority

How should this policy be applied?

10. Public authorities for CCUS include; the Department for Business, Energy and Industrial Strategy under the [Energy Act 2010](#) and [Storage of Carbon Dioxide \(Licensing etc.\) Regulations 2010](#), the Marine Management Organisation under the [Marine and Coastal Access Act 2009](#) and the Planning Inspectorate under the [Planning Act 2008](#). The licensing authority for CCUS is the Oil and Gas Authority, which regulates offshore carbon dioxide storage, approves and issues storage permits, and maintains the carbon storage public register. In addition to applying for a licence, developers must obtain a grant of the appropriate rights from The Crown Estate (or the Scottish Crown Estate in the territorial sea adjacent to Scotland, which is authorised by Scottish ministers).

11. These authorities should ensure that carbon capture and storage projects consider the potential for infrastructure co-location and re-use as early as possible. Such consideration could include an assessment of other infrastructure within the vicinity of the project and analysis of the routing options in terms of cost, and minimising disruption to other users and the environment. If existing infrastructure is unable to be used for a potential development then this should be detailed within the proposal. Local authorities may also have a role in governance with the need for the onshore infrastructure requirements of marine activities to be considered by them in producing land based plans.

Signposting

12. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [The Storage of Carbon Dioxide \(Licensing etc.\) Regulations 2010](#)
- [Climate Change Act 2008](#)
- [Energy Act 2008](#)
- [Energy Act 2010](#)
- [Planning Act 2008](#)

13. Further information and guidance that may help in implementing the policy include:

- [Marine Policy Statement Section 3.3](#)
- [National Policy Statement for Energy EN-1](#)
- [The Clean Growth Strategy 2018](#)
- [Industrial Strategy](#)
- [Marine Information System](#)
- [The CCS Road Map 2012](#)

Policy drafting template – NW-CCS-2

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.
Grouping	Energy	Code	NW-CCS-2

Policy

NW-CCS-2

During the decommissioning phase of oil and gas facilities the potential for re-use of infrastructure in particular for Carbon Capture Usage and Storage should be considered.

What is carbon capture, usage and storage?

1. Carbon capture, usage and storage (CCUS) is a technology that can capture carbon dioxide emissions produced from the use of fossil fuels in electricity generation and industrial processes, preventing the carbon dioxide from entering the atmosphere. The captured carbon dioxide can then be either stored or utilised in other processes or to make new products.
2. CCUS is the process of:
 - a) **capturing** carbon dioxide from industrial processes or electricity production
 - b) **transporting** compressed (liquid) carbon dioxide by pipeline or ship to a storage site
 - c) **storing** the carbon dioxide in very deep subsurface rock formations, where it can be safely and permanently stored. Suitable storage sites include, but are not limited to, depleted oil and gas fields.
 - d) In some instances the captured carbon dioxide can be utilised.
3. CCUS has the potential to decarbonise the economy and maximise economic opportunities for the UK. Government wants the UK to become a global technology leader in CCUS and, in October 2017, the government announced its new approach to CCUS in the [Clean Growth Strategy 2018](#) setting out the range of actions, domestically and internationally, that Government will take to unlock its potential.

Oil and gas installation and pipeline decommissioning

4. The decommissioning of offshore oil and gas installations and pipelines on the United Kingdom Continental Shelf is controlled through the [Petroleum Act 1998](#).
5. The responsibility for ensuring that the requirements of the [Petroleum Act 1998](#) are complied with rests with the Offshore Petroleum Regulator for Environment and Decommissioning is the Oil and Gas Authority, which sits within the Department for Business, Energy and Industrial Strategy.
6. Owners of oil and gas installations and pipelines are required to decommission their offshore infrastructure at the end of a field's economic life. The Act requires owners to

set out the measures to decommission disused installations and/or pipelines in a decommissioning programme.

7. A decommissioning programme must identify all the items of equipment, infrastructure and materials that have been installed or drilled and describe the decommissioning solution for each.

Where is carbon capture, usage and storage in the north west marine plan areas?

8. Carbon dioxide can only be safely stored where geology and infrastructure is suitable; this is reflected in the locations of existing oil and gas installations which have the same locational requirements. The Energy Technologies Institute have highlighted potential carbon dioxide storage sites in their [Strategic UK CCS Appraisal](#), while [CO₂ Stored](#) illustrates potential storage sites in the UK offshore marine area. Figure XXX identifies potential areas and infrastructure for carbon capture and storage.
9. The majority of the storage units are in three major regions, the Southern North Sea, The Central and Northern North Sea and the East Irish Sea. The offshore regions are prioritised for storage as they are known to have suitable geology. Onshore oil and gas fields are likely to be too small to store the large amounts of carbon dioxide needed to reduce emissions.

When does carbon capture and storage take place in north west marine plan areas?

10. CCUS has the potential to operate year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year, however emergency repairs will be undertaken as required.

Why is carbon capture and storage important to the north west marine plan areas?

11. The United Kingdom offshore area is considered to be one of the most promising locations anywhere in the world to permanently store carbon dioxide ([Marine Policy Statement 3.3.31](#)). CCUS is regarded internationally as a key abatement technology for limiting the impact of climate change, including the impact on the marine environment, and is potentially important for both the power and industrial sectors. Many industrial sectors have no other option for emission reductions aside from carbon capture and storage, as their carbon dioxide is both process and fuel generated. The [Carbon Capture and Storage Roadmap](#) identifies potential deployment rates for carbon capture and storage, and estimates commercial benefits of £3 – 6.5 billion a year by the late 2020s as well as supporting circa 100,000 jobs by 2030. These figures are similar to estimates in the [Marine Policy Statement \(3.3.34\)](#).
12. The overarching [National Policy Statement for Energy EN-1](#) states that ‘all commercial scale (at or over 300 Megawatts) combustion power stations (including gas, coal, oil or biomass) have to be constructed carbon capture ready’ and that ‘new coal-fired power stations are required to demonstrate carbon capture and storage on at least 300 Megawatts of the proposed generating capacity’. The [Marine Policy Statement \(3.3.33\)](#) states that ‘there are also possibilities to re-use existing infrastructure’ to provide access to storage sites. EN-1 also states that ‘initially, attention is likely to focus on depleted oil and gas fields’.

13. Who is this of interest to?

- Terrestrial planning authorities
- Marine Management Organisation
- BEIS
- The Crown Estate
- oil and gas operators and developers
- Oil and Gas Authority
- Planning Inspectorate

How should this policy be applied?

14. The public authorities for decommissioning of offshore oil and gas installations and pipelines include; the Department for Business, Energy and Industrial Strategy under the [Petroleum Act 1998](#) and the Marine Management Organisation under the [Marine and Coastal Access Act 2009](#).
15. Public authorities for CCUS include; the Department for Business, Energy and Industrial Strategy under the [Energy Act 2010](#) and [Storage of Carbon Dioxide \(Licensing etc.\) Regulations 2010](#), the Marine Management Organisation under the [Marine and Coastal Access Act 2009](#) and the Planning Inspectorate under the [Planning Act 2008](#). The licensing authority for CCUS is the Oil and Gas Authority, which regulates offshore carbon dioxide storage, approves and issues storage permits, and maintains the carbon storage public register. In addition to applying for a licence, developers must obtain a grant of the appropriate rights from The Crown Estate.
16. These authorities should ensure that carbon capture and storage projects consider the potential for infrastructure co-location and re-use as early as possible. Such consideration could include an assessment of other infrastructure within the vicinity of the project and analysis of the routing options in terms of cost, and minimising disruption to other users and the environment. If existing infrastructure is unable to be used for a potential development then this should be detailed within the proposal. Local authorities may also have a role in governance with the need for the onshore infrastructure requirements of marine activities to be considered by them in producing land based plans.

Signposting

17. Existing measures which relate to, and may contribute to the achievement of this policy include:
- [The Storage of Carbon Dioxide \(Licensing etc.\) Regulations 2010](#)
 - [Climate Change Act 2008](#)
 - [Energy Act 2008](#)
 - [Energy Act 2010](#)
 - [Petroleum Act 1998](#)
 - [Planning Act 2008](#)
18. Further information and guidance that may help in implementing the policy include:
- [The Clean Growth Strategy 2017](#)
 - [Marine Policy Statement Section 3.3](#)
 - [National Policy Statement for Energy EN-1](#)
 - [Industrial Strategy](#)

- [National Planning Policy Framework](#)
- [Marine Information System](#)
- [The CCS Road Map 2012](#)

Iteration 3 draft

Plan area	North West		
Grouping	Dredging and disposal		
Related High Level Marine Objectives (HLMO).	Achieving a sustainable marine economy Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating effectively.		
Other relevant policies	NW-MPA-1 NW-MPA-4 NW-WQ-1 NW-WQ-2 NW-ML-2. NW-BIO-3		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-DD-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating effectively.
Grouping	Dredging: Harbours and Ports	Code	NW-DD-1

Policy

NW-DD-1

In areas of authorised dredging activity, including those subject to navigational dredging, proposals for other activities will not be supported unless they are compatible with the dredging activity.

What is dredging activity?

1. Dredging activity involves the removal of sediment from waterways and the sea bed followed by discard of this sediment (spoil) at an agreed site. There are two main types of dredging: maintenance and capital. Maintenance dredging is required to maintain water depths in areas where sedimentation occurs and is a routine activity required for the preservation of navigable depths¹. Continued safe navigational access to the majority of ports and harbours would not be possible without maintenance dredging. Capital dredging enables new activities to proceed by creating new or improved existing navigational channels and berths, often making them deeper and / or wider. Other types of dredging activity include clearance dredging which is the removal of silt from outfalls or culverts.

Where do dredging activities occur in the north west marine plan areas?

2. There are ten ports in the north west inshore marine plan area, two of which have been classified as major ports¹, these are Heysham and Liverpool. Ports require navigational dredging to maintain safe navigational access. The [Marine Information System](#) and the [Public Register](#) identifies the most up to date record of licensed sites for dredging.

When does dredging activity take place in north west marine plan areas?

3. Dredging activity operates all year round and is weather dependant. Licensing restrictions may apply, for example, to avoid fish migration and/or spawning. Timing restrictions related to certain states of the tide may also apply, for example slack tide, to avoid sediment transportation and smothering. These restrictions occur at different times of the year and vary in their potential impacts according to methodology, species and location. Relationships between extraction, disposal sites and re-use may also need to be considered as different licensing conditions may apply to each specific activity.

¹ Futures Analysis for the North East, North West, South East and South West Marine Plan Areas (June 2017) <https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>

Why is dredging activity important to the north west marine plan areas?

4. Part II of the Coastal Protection Act (1942) gives ports powers to undertake navigational dredging to maintain access. Dredging activities play a vital role in both maintaining and expanding the socio-economic benefits that port development enables through direct and indirect job creation. Dredging also supports terrestrial infrastructure as well as imports, exports and tourism. Ports create a cluster effect by bringing together groups of related businesses, within and around the estate, which supports economic growth by encouraging innovation and the creation and development of new business opportunities. When considered alongside expected growth in port expansion, marine development proposals and the offshore renewable energy developments in particular, there is scope for expansion of the dredging sector to support this growth.
5. The [Marine Policy Statement](#) (Section 3.4.1) identifies ports as an essential part of the UK's economy and how they provide an important infrastructure between the land and the sea. Furthermore, in Section 3.6.3, dredging is identified as an enabling activity for the successful and safe function of ports and marinas. Ports and harbours in the north west inshore marine plan area require this regular maintenance dredging as a result of estuary processes that deposit suspended material in maintained navigational channels and berth pockets². This policy therefore supports the preservation of dredging sites within the north west plan areas, assisting these associated activities and functions.
6. The north west is a major manufacturing base and key area for UK exports with several ports playing an increasing role in export of key products such as chemicals, cars and textiles. In particular the Port of Liverpool and the smaller ports along the River Mersey are seen as key to economic activities in the future through the Atlantic Gateway initiative. Plans for this initiative include upgrades of port facilities and other port infrastructure². The ports and shipping service in this marine plan area also support the expanding renewable energy sector in both the production and assembly of renewable facilities. Therefore dredge activity plays a vital role in the maintenance of ports and harbours along with the expanding economic benefits that port development attracts through direct and indirect job creation.
7. In addition to this, there are several commercial shipping routes across the region with key connections to world markets. The Port of Liverpool also contains several international passenger routes². These activities similarly require maintenance dredging.
8. Increased shipping activity and larger vessels are likely to result in applications to dredge deeper, wider and more frequently². This would result in an increase in licence applications for navigational dredging activity within the north west marine plan areas. This policy therefore supports the preservation of current dredge activities, which will enable the growth of ports and harbours in the north west plan areas. This may be particularly prevalent in the developing economic climate.
9. This policy protects dredging activities in or adjacent to authorised dredging areas against other new proposals, including cables or built infrastructure that negatively

² Futures Analysis for the North East, North West, South East and South West Marine Plan Areas (June 2017) <https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>

impact the ability to access or egress from these sites. The intent is to ensure continued safe access by vessels to ports and harbours over the lifetime of the North West Marine Plans. Adjacent areas in this policy are defined as those identified to be necessary to dredge activity. This policy discourages proposals that would cause significant adverse impacts on dredge activities, due to the need for related vessels to navigate to and from authorised dredge areas.

10. Who is this of interest to?

- Marine Management Organisation
- The Crown Estate
- Natural England
- Maritime and Coastguard Agency
- Environment Agency
- Centre for Environment, Fisheries and Aquaculture Science
- Terrestrial Local Planning Authorities
- Port and Harbour Authorities
- Region Flood and Coastal Committee
- Planning Inspectorate
- Other government bodies
- Coastal Groups
- Inshore Fisheries Conservation
- Ministry of Defence
- Ministry of Housing, Communities and Local Government

How should this policy be applied?

11. Proposals should include supporting information illustrating all known and potential impacts on dredging activity. This may include a consultation to identify issues at the scoping stage and include how the proposal supports the North West Marine Plans vision, objectives and other plan policies. Consultation should include all relevant ports and harbours and as this policy may apply more widely than Statutory Harbour Areas, proposals should identify all ports and harbours that may be effected and engage with them early in the proposal development. Where they exist, port master plans and their descriptions of future development should be referred to. Inclusion of this information does not indicate that approval of the proposal will follow by default. Approval will also depend on other material considerations to be taken into account by the decision-maker which may include, for example, other plans and policies.
12. Proposals should consider applicable environmental constraints based on specifications of the proposed activity (including location, scale and timing), associated risks, and consequences.
13. Decision makers must establish whether the intent of this policy has been achieved through the determination of any applications. Decision makers will take into account a range of relevant considerations including [Habitats Regulations Assessment](#), [Environmental Impact Assessment](#) and [National Policy Statements](#), where appropriate. Further considerations also include compliance with legislation and regulations detailed in the relevant local maintenance dredging protocol.
14. Decision makers should note that harbour authorities' statutory powers to dredge and dispose of dredged materials in tidal water are subject to consent. Applicants

can find guidance online regarding [exempted activities](#) and how to make a [marine licence application](#). Where the proposal area for dredging activity occurs from mean low water springs landwards, an environmental permit may also be required. Where The Crown Estate, or another party, own the seabed, their permission is also likely to be needed. The Marine and Coastal Access Act Transitional Provision Order [2012](#) requires all maintenance and navigational dredging requires consent through a marine licence, unless it is specifically exempted under the [Marine and Coastal Access Act](#) (Section 75).

15. In examining and determining applications for nationally significant infrastructure projects, examining authorities and the secretary of state for The Ministry of Housing, Communities and Local Government must have regard to this policy for nationally significant infrastructure projects that may have significant adverse impact on areas of authorised dredge activity.
16. This policy, like all policies within the marine plans, should not be taken in isolation, and the plan as a whole should be considered when submitting proposals. Co-existence is a key aspect to marine planning and this policy is complemented by NW-CO-1.

Signposting

17. Existing measures which relate to, and may contribute to the achievement of this policy include:
 - [UK Marine Policy Statement](#) (3.6)
 - [EU Waste Framework Directive](#)
 - [EU Water Framework Directive](#)
 - [Oslo/Paris Convention for the Protection of the Marine Environment of the North East Atlantic](#)
 - [Marine and Coastal Access Act](#) (2009)
18. Further information and guidance that may help in implementing the policy include:
 - [Use of beneficial dredge materials in the South inshore and offshore marine plan areas](#) (MMO 1073)
 - [Marine Information System](#)
 - [Environmental impacts of maintenance dredging and disposal](#)
 - [Marine Licensing exemption for certain dredging activities](#)
 - [Self-Service Marine Licensing](#)
 - Local Harbour Authority Plans
 - Harbour Orders
 - Maintenance Dredging Protocols
 - [Shoreline Management Plans](#)
 - [River Basin Management Plans](#)
 - Biosecurity Action Plans

Policy drafting template – NW-DD-2

HLMO	Achieving a sustainable economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Dredge and Disposal	Code	NW-DD-2

Policy

SE-DD-2

Proposals that cause significant adverse impacts on licensed disposal areas should not be supported.

Proposals that cannot avoid such impact must, in order of preference (a) minimise, (b) mitigate or (c) if it is not possible to mitigate the significant adverse impacts, proposal must state the case for proceeding.

What are disposal areas?

1. Disposal areas are sites in which sediment, for example from navigational dredging, is discarded. Disposal sites are classified into open, disused and closed sites. Sites are assessed and classified on a case by case basis, but in general, sites which are open are defined as those that are in use, disused sites are those that have not been used in the last five years, and closed sites are defined as those that have not been used in the last ten years. Beneficial and alternative use sites are also currently considered as a category of disposal site.

Where are disposal areas in the north west marine plan areas?

2. There are 42 designated disposal sites in the north west marine plan areas, which are located in both the inshore and offshore plan areas. 19 of the sites are designated as open, 2 are disused and 21 are closed¹. The [Marine Information System](#) and the [Cefas Data Hub](#) contains the most up to date record of dredge disposal sites.

When does disposal activity take place in north west marine plan areas?

3. Disposal activity operates all year round and is weather dependant. Licensing restrictions may apply, for example to avoid fish migration. Timing restrictions to certain tide states may also apply, for example at slack tide, to avoid sediment transportation and smothering. These restrictions occur at different times of the year and vary in their potential impacts according to methodology, species and location.

Why is disposal activity important to the north west marine plan areas?

4. The [Marine Policy Statement](#) (Section 3.4.1) identifies ports as an essential part of the UK's economy and how they provide an important infrastructure between the land and the sea. Furthermore, in Section 3.6.3, dredging is identified as an enabling activity for the successful and safe function of ports and marinas and therefore it is

¹ Futures Analysis for the North East, North West, South East and South West Marine Plan Areas (June 2017) <https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>

important to protect dredge disposal activity. Ports and harbours in the north west inshore marine plan area require this regular maintenance dredging as a result of estuary processes that deposit suspended material in the maintained navigational channels and berth pockets². The designated disposal sites in the north west plan areas are predominantly used for the disposal of this dredged material.

5. The north west is a major manufacturing base and key area for UK exports with several ports playing an increasing role in export of key products such as chemicals, cars and textiles. In particular the Port of Liverpool and the smaller ports along the river Mersey are seen as key to economic activities in the future through the Atlantic Gateway initiative. Plans for this initiative include upgrades of port facilities and other port infrastructure². The ports and shipping service in this marine plan area also support the expanding renewable energy sector in both the production and assembly of renewable facilities. Therefore dredge disposal plays a vital role in the maintenance of ports and harbours along with the expanding economic benefits that port development enables through direct and indirect job creation.
6. In addition to this, there are several commercial shipping routes across the region with key connections to world markets. The Port of Liverpool also contains several international passenger routes². These activities similarly require maintenance dredging, resulting in the need for disposal sites in this area.
7. Increased shipping activity and larger vessels are likely to result in applications to dredge deeper, wider and more frequently². This would result in an increase in licence applications for disposal activity within the north west marine plan areas and an increased need for disposal sites. This policy therefore supports the preservation of current disposal sites, particularly where sites are being used for beneficial and alternative use, which will enable the growth of ports within the north west plan areas. This may be particularly prevalent in the developing economic climate.
8. Protecting disposal sites within the same vicinity as the dredging activity aids in retaining the material within the same sediment cell. This is a useful way of managing sediment budgets within estuaries, and therefore maintaining environmental conditions and habitats for native species. This may be prevalent in the areas where sediment movement is high, for example in the Mersey, and therefore protecting disposal sites within the north west marine plan areas will aid in retaining this sediment.
9. This policy protects disposal activities in or adjacent to licensed disposal areas against other new proposals, including cables or built infrastructure that negatively impact the ability to access or egress from these sites. The intent is to prevent activities that would compromise disposal which is essential in enabling continued safe access by vessels to ports and harbours. This will therefore reduce the need to designate new disposal sites which are not intended for beneficial or alternative use, reducing environmental impacts. Adjacent areas in this policy are defined as those identified to be necessary to dredge disposal activity. This policy discourages proposals that would cause significant adverse impacts on dredge disposal activities, due to the need for vessels to navigate safely to and from disposal sites.

² Futures Analysis for the North East, North West, South East and South West Marine Plan Areas (June 2017)
<https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>

10. Who is this of interest to?

- Marine Management Organisation
- Local Authorities
- The Crown Estate
- Natural England
- Maritime and Coastguard Agency
- Environment Agency
- Centre for Environment, Fisheries and Aquaculture Science
- Terrestrial Local Planning Authorities
- Port and Harbour Authorities
- Region Flood and Coastal Committee
- Defence Infrastructure Organisation

How should this policy be applied?

11. Proposal should include supporting information illustrating potential significant adverse impacts upon licensed disposal sites. This may include consultation with relevant stakeholders to identify issues at the scoping stage, and suggest measures to avoid, minimise or mitigate them. Proposals that cause significant adverse impacts on licensed disposal areas cannot proceed to (a) unless they have first demonstrated why they cannot avoid significant adverse impacts, (b) unless they have first demonstrated why they cannot meet (a) and (c) unless they have demonstrated why they cannot meet (b). Where it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding including how the proposal supports the North West Marine Plans vision, objectives and other plan policies. Inclusion of this information does not indicate that approval of the proposal will follow by default. Approval will also depend on other material considerations to be taken into account by the decision-maker which may include, for example, other plans and policies.
12. Decision makers must establish whether the intent of this policy has been achieved through the determination of any applications. Decision makers will take into account a range of relevant considerations including [Habitats Regulations Assessment](#), [Environmental Impact Assessment](#) and [National Policy Statements](#), where appropriate. Further considerations also include compliance with legislation and regulations detailed in the relevant local maintenance dredging protocol.
13. Decision makers should note that harbour authorities' statutory powers to dredge, and dispose of dredged materials, in tidal waters are subject to consent unless the activity is specifically exempt. A licence to dispose of dredge material must be obtained from the Marine Management Organisation. Applicants can find guidance online regarding [exempted activities](#) and how to make a [marine licence application](#). Where the disposal area occurs from mean low water springs landwards, an environmental permit may be required and where The Crown Estate, or another party, own the seabed, their permission is also likely to be needed. The Marine and Coastal Access Act Transitional Provision Order [2012](#) requires all maintenance and navigational dredging requires consent through a marine licence, unless it is specifically exempted under the [Marine and Coastal Access Act](#) (Section 75).

Signposting

14. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [UK Marine Policy Statement \(3.6\)](#)
- [National Planning Policy Framework](#)
- [EU Waste Framework Directive](#)
- [Oslo/Paris Convention for the Protection of the Marine Environment of the North East Atlantic](#)
- [Marine and Coastal Access Act \(2009\)](#)
- [Shoreline Management Plans](#)

15. Further information and guidance that may help in implementing the policy include:

- [Marine Information System](#)
- [Environmental impacts of maintenance dredging and disposal](#)
- [Marine Licensing exemption for certain dredging activities](#)
- [Use of beneficial dredge materials in the South inshore and offshore marine plan areas \(MMO 1073\)](#)
- [Marine Licensing guidance: Disposing of waste at sea](#)

Iteration 3 draft

Policy drafting template – NW-DD-3

HLMO	Achieving a sustainable economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Governance	Code	NW-DD-3

Policy

NW-DD-3

Proposals for the disposal of dredged material must demonstrate that they have been assessed against the waste hierarchy. If creation of waste from dredging cannot be prevented, where practicable, dredged material must be put to alternative use.

1. What is disposal of dredged material?

Dredging is a common and necessary activity in ports and harbours to maintain access for incoming and outgoing vessels. Dredging excavates the sea/river bed which results in the production of dredged material. Disposal of dredged material refers to the relocation of this material. Dredged material can only be disposed of in identified areas subject to the type of dredged material. Disposing of dredged material means that the material serves no further purpose and can often cause localised disturbance within and near disposal sites.

2. What is alternative use of dredge material?

The preferred option in the [Waste Framework Directive waste hierarchy](#) is prevention, for example, by not carrying out dredging activities. If prevention is not possible, the options in the waste hierarchy in order of preference are: preparing for re-use, recycling and other recovery. These options are encompassed by the term alternative use.

3. Preparing for re-use relates to the re-use of dredged material as sediments, commonly referred to as beneficial use projects. For example:

- engineering uses such as for construction materials, flood defence, land reclamation and beach nourishment
- environmental enhancement including habitat creation and enhancement, and recreation
- sustainable relocation – relocating the dredged material back into the system that it was removed from to maintain the sediment budget of a system – this can be done if the sediment is clean and it is the best option for the system. This includes mid-river disposal sites^{1, 2}.

4. Recycling relates to the re-use of dredged material as sediments or for other purposes, where the dredged materials have had to be reprocessed to other

¹ [Oslo Paris Commission Guidelines for the Management of Dredged Material](#)

² [MMO 1073 Report](#)

products, materials or substances. This can include making high grade products from dredged material such as bricks or aggregates.

5. Other recovery can include treatment of dredged material to reduce contamination or alter the physical nature of the material.

Where are alternative use opportunities in the north west marine plan areas?

6. The [Online Marine Registry database](#) provides an online map displaying existing alternative use sites. In the north west, various beneficial use methods have been investigated in Merseyside, including the recharge and raising of beaches, spits and islands³. Examples of alternative use include Frodsham Marsh and Woolston Eyes in Cheshire³. These are silt lagoons which are used for the deposition of dredged material from the freshwater Manchester Ship Canal³. These silt lagoons provide habitat for large numbers of water birds and invertebrates and as a result, the silt lagoons at Woolston Eyes are now designated as a nature reserve³.
7. Sources which may aid in identifying potential locations for alternative use of dredged material include [Shoreline Management Plans](#), Beach Management Plans, Port Master Plans and the assessment of Sites of Scientific Interest². In addition to these suggested sources, other existing and future studies should also be considered to identify alternative use opportunities in the north west.
8. Potential locations for the alternative use of dredged material should not be restricted to the north west marine plan areas. Locations in other marine plan areas can be considered if the proposal is practical and meets the requirements of the relevant marine plan area policies. In considering locations for the alternative use of dredged materials outside the north west marine plan area, it should be kept in mind that this may include jurisdictions beyond England's waters, including Devolved Administrations and / or the Isle of Man as appropriate.

When does dredging and disposal and alternative use activity take place in north west marine plan areas?

9. Dredging and disposal activity operates all year round and is weather dependant. Licensing restrictions may apply, for example, to avoid fish migration and/or spawning. Timing restrictions to certain tide states may also apply, for example, to avoid sediment transportation and smothering. These restrictions occur at different times of the year according to location-specific species, sea conditions, and tides. Similar restrictions will also occur for the alternative use of material, depending on the proposal and site. Each proposal will be addressed on a case by case basis. Relationships between extraction, disposal and alternative use will need to be considered.

Why is alternative use of dredged material important to the north west marine plan areas?

10. Dredging is an important activity in the north west marine plan areas. It is essential for the functioning of ports and marinas and the social and economic benefits which derive from these. Alternative use is important as it can reduce the disposal of this dredged material. Reduction in the use and creation of disposal sites increases

³ [The Royal Society for the Protection of Birds report: Precipitating a SEA Change in the Beneficial Use of Dredged Sediment](#)

available space within areas under development. This is important in the north west marine plan areas where there is a high density of activities.

11. Alternative use of dredged material is important because it supports the growth of industry by providing an additional source of material. For example, dredged material can be used for engineering, agricultural and product uses.
12. Disposal activities have a range of potential environmental impacts which may be reduced by considering alternative use options over disposal. Disposal activities may release contaminants into the water column which could have secondary impacts through bioaccumulation and biomagnification in the food web⁴. Contaminants associated with dredged material include organotin compounds, trace metals and polycyclic aromatic hydrocarbons⁴. Tributyltin (an organotin) can cause shell malformation in oysters and imposex in marine snails, for example⁴. When found above the natural background level, mercury (a trace metal) is a neurotoxin and can adversely impact the reproduction and development of many species⁴. Polycyclic aromatic hydrocarbons may cause changes in enzyme activity, reproductive failure and reduced growth potential in marine organisms⁴. Disposal activities can also have physical impacts, for example, the smothering of sensitive species and habitats and the disruption of sensory capabilities of fish by masking natural characteristics of sea water or tributary streams⁴. Through the potential reduction of environmental impacts, this policy supports environmental policies in the north west marine plans, including NW-MPA-1, NW-MPA-4, NW-WQ-1, NW-WQ-2 and NW-ML-2.
13. Dredging of ports and harbours removes material from estuaries and coastal systems and can lead to coastal erosion and increased vulnerability to pressures caused by climate change². As described in the [Strategic Scoping Report for marine planning in England](#), pressures such as sea level rise and coastal erosion exist within all marine plan areas. The alternative use of dredged material is important because it can contribute to the protection of coastal areas from these pressures. For example, dredged material can be used to protect, create and restore designated and deteriorating habitats, such as saltmarsh and mudflats². The protection of coastal areas through alternative use opportunities supports policy NW-BIO-3.
14. This policy will support [Shoreline Management Plans](#) which may include the need to identify options for alternative use of dredged material. In the north west, the [Shoreline Management Plan from Great Ormes Head to Scotland](#) refers to saltmarsh development, habitat creation and beach recharge, all of which could be opportunities for alternative use of dredged material.
15. This policy supports existing legislation. The [Marine Policy Statement](#) (3.6.8) states that waste disposal applications must consider the [Waste Framework Directive waste hierarchy](#), in which the re-use of waste is a priority over disposal. This policy is in alignment with the [Oslo Paris Commission Guidelines for the Management of Dredged Material](#) which states that it is important to recognise the potential value of dredged material as a resource and to consider the availability of beneficial uses. This policy complements Section 207 of the [National Planning Policy Framework](#) which requires Mineral Planning Authorities to prepare annual Local Aggregate Assessments and consider dredged material as a possible source of

⁴ [Oslo Paris Commission Assessment of Dumping and Placement of Dredged Material](#)

aggregates. This policy also supports marine licences for dredging activities which may stipulate alternative use of the dredged material as a condition, in accordance with the waste hierarchy.

16. Who is this of interest to?

- Marine Management Organisation
- The Crown Estate
- Joint Nature Conservation Committee
- Natural England
- UK Hydrographic Office
- Maritime and Coastguard Agency
- Defence Infrastructure Organisation
- Environment Agency
- Centre for Environment, Fisheries and Aquaculture Science
- Terrestrial Local Planning Authorities
- Local Flood Authorities
- Regional Flood and Coastal Committees
- Inshore Fisheries and conservation Authorities
- Port and Harbour authorities
- Mineral Planning Authorities

How should this policy be applied?

17. Proposals for disposing of dredged material must follow the [Waste Framework Directive waste hierarchy](#) which specifies the order of preference for how waste should be dealt with. The preferred option is prevention, followed by preparing for re-use, recycling, other recovery and finally, disposal. Therefore, proposals for disposing of dredged material must first consider prevention and if this is not possible, consider alternative use as the next preference. Disposal is considered as a last resort.
- Decision makers must establish whether the intent of this policy has been achieved through the application process.
18. Proposals which are unable to consider alternative use or the other preferred options in the waste hierarchy and instead dispose of dredged material, must demonstrate the reasons why. Proposals must detail the process which the applicant went through to assess and screen out any other management options. Cases where alternative use is not practicable may be due to contamination status of the material, site selection, technical feasibility, environmental acceptability, costs/benefits and/or legal considerations.
19. This policy, like all policies within the marine plans, should not be taken in isolation, and the plan as a whole should be taken into consideration when submitting proposals. Specifically, policies relating to seascape (NW-SCP-1) and historic environment (NW-HER-1) should be considered when matching dredge materials to suitable alternative use sites. Proposals must consider local seascape and historic assets in or adjacent to the proposed site for alternative use and should ensure that disposal in this area will not cause significant harm to these features. The [Marine Information System](#) mapping tool may assist in identifying the location of historic assets as will the [Historic England historic asset database](#). The seascape character assessment for the north west marine plan area will also guide applicants on the seascape features within the plan area.

20. Dredging and disposal activities require a marine licence from the Marine Management Organisation. The [Marine and Coastal Access Act Transitional Provisions Order 2012](#) requires all maintenance and navigational dredging to gain consent through a marine licence, unless it is specifically exempted under the [Marine and Coastal Access Act](#) (Section 75). Alternative use is considered as a type of disposal activity and so requires a marine licence. Such marine licences include pre-application requirements for alternative use proposals. Proposals not considering alternative use or other preferred options in the waste hierarchy and instead disposing of dredged material, must also obtain a marine licence. Permissions for any type of disposal may also be required from the landowner, Harbour Authority, The Crown Estate and/or any other parties with jurisdiction/ownership of the river/seabed. [Marine licence guidance](#), [exemption guidance](#) and information on the [licensing application process](#) can be found on the Marine Management Organisation's website.
21. A project level appropriate assessment will be required where alternative use proposals mean that the possibility of a 'likely significant effect' on a European/Ramsar site cannot be excluded on the basis of currently available information. An Environmental Impact Assessment and a Water Framework Directive Assessment may also be required.

Signposting

22. Existing measures which relate to, and may contribute to the achievement of this policy include:
- [Marine and Coastal Access Act](#)
 - [UK Marine Policy Statement](#)
 - [Oslo Paris Convention for the Protection of the Marine Environment of the North East Atlantic](#)
 - [Oslo Paris Commission Guidelines for the Management of Dredged Material](#)
 - [National Planning Policy Framework](#)
 - [European Union Waste Framework Directive](#)
 - [Water Framework Directive](#)
 - [The England and Wales Waste Regulations](#)
 - [Shoreline Management Plans](#)
23. Further information and guidance that may help in implementing the policy include:
- [Environmental Impact Assessment/Strategic Environmental Assessment/Habitats Regulations Assessment](#)
 - [MMO 1073: Use of beneficial dredge materials in the South inshore and offshore marine plan areas](#)
 - [Marine Information System](#)
 - [Marine Licensing exemption for certain dredging activities](#)
 - [Marine Licensing application process](#)
 - [Guidance on applying the Waste Hierarchy](#)
 - [The Royal Society for the Protection of Birds report: Precipitating a SEA Change in the Beneficial Use of Dredged Sediment](#)
 - [Landscape and seascape character assessment](#)
 - [National Character Area Profiles](#)
 - [An approach to seascape character assessment](#)

Policy drafting template – NW-DD-4

HLMO	Promoting good governance	Sub bullet(s)	All those that have a stake in the marine environment have an input into associated decision-making
Grouping	Governance	Code	NW-DD-4

Policy

NW-DD-4

Proposals identifying new dredge disposal sites which are subject to best practice and guidance from previous studies should be supported. Proposals will include an adequate characterisation study, be assessed against the waste hierarchy and must be informed by consultation with all relevant stakeholders.

What are dredge disposal areas?

1. Disposal areas are sites in which sediment, for example from navigational dredging, is discarded. Disposal sites are classified into open, disused and closed sites. Sites are assessed and classified on a case by case basis, but in general, sites which are open are defined as those that are in use, disused sites are those that have not been used in the last five years, and closed sites are defined as those that have not been used in the last ten years. Beneficial and alternative use sites are also currently considered as a category of disposal site.

Where do dredge disposal sites occur in the north west marine plan areas?

2. There are 42 designated disposal sites in the north west marine plan areas, which are predominantly located in the inshore plan area. 19 of the sites are designated as open, 2 are disused and 21 are closed¹. The [Marine Information System](#) and the [Cefas Data Hub](#) contains the most up to date record of dredge disposal sites.

When does dredge disposal activity take place in the north west marine plan areas?

3. Disposal activity operates all year round and is weather dependant. Licensing restrictions may apply, for example to avoid fish migration. Timing restrictions to certain tide states may also apply, for example at slack tide, to avoid sediment transportation and smothering. These restrictions occur at different times of the year and vary in their potential impacts according to methodology, species and location.

Why is the need for new dredge disposal sites important to the north west marine plan areas?

4. The [Marine Policy Statement](#) (Section 3.4.1) identifies ports as an essential part of the UK's economy and how they provide an important infrastructure between the land and the sea. Furthermore, in Section 3.6.3, dredging is identified as an enabling activity for the successful and safe function of ports and marinas. Ports and harbours in the north west inshore marine plan area require this regular maintenance dredging as a result of estuary processes that deposit suspended material in maintained

¹ Futures Analysis for the North East, North West, South East and South West Marine Plan Areas (June 2017) <https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>

navigational channels and berth pockets². This policy therefore supports the designation of disposal sites within the north west plan areas, assisting these associated activities and functions.

5. The north west is a major manufacturing base and key area for UK exports with several ports playing an increasing role in export of key products such as chemicals, cars and textiles. In particular the Port of Liverpool and the smaller ports along the River Mersey are seen as key to economic activities in the future through the Atlantic Gateway initiative. Plans for this initiative include upgrades of port facilities and other port infrastructure². The ports and shipping service in this marine plan area also support the expanding renewable energy sector in both the production and assembly of renewable facilities. Therefore dredge activity, and consequently disposal of this material, plays a vital role in the maintenance of ports and harbours along with the expanding economic benefits that port development enables through direct and indirect job creation.
6. In addition to this there are several commercial shipping routes across the region with key connections to world markets. The Port of Liverpool also contains several international passenger routes². These activities similarly require maintenance dredging resulting in the potential need to identify new dredge disposal sites to deposit this material.
7. Increased shipping activity and larger vessels are likely to result in applications to dredge deeper, wider and more frequently². This would result in an increase in licence applications for disposal activity within the north west marine plan areas and an increased need for disposal sites.
8. This policy supports proposals for new dredge disposal sites and provides guidance and best practice for proposing such activities. The intent is to encourage proposal of new dredge disposal sites as demand increases, and encourages early consideration of impacts to avoid conflicts during the application process. The establishment of new dredge disposal sites should only be explored after previous levels within the waste hierarchy have been considered and where the disposal is for re-use purposes. If existing designated disposal sites cannot be used, for example where sediment size does not match or there are particular constraints, and the potential to utilise closed or disused sites has been fully investigated and discounted, the designation of new dredge disposal sites may also be required.
9. Following best practice and guidance, such as those stated in the [OSPAR Guidelines for the Management of Dredged Material](#), will aid in minimising any potential environmental impacts, including biological, chemical and/or physical, that dredge disposal may have. Through the potential reduction of these impacts, this policy supports environmental policies in the north west marine plans, including NW-MPA-1, NW-MPA-4, NW-WQ-1, NW-WQ-2 and NW-ML-2.

10. Who is this of interest to?

- Marine Management Organisation

² Futures Analysis for the North East, North West, South East and South West Marine Plan Areas (June 2017) <https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>

- Joint Nature Conservation Committee
- Natural England
- United Kingdom Hydrographic Office
- Maritime and Coastguard Agency
- Defence Infrastructure Organisation
- Environment Agency
- Centre for Environment Fisheries and Science
- Local Authorities
- Port and Harbour Authorities
- Inshore Fisheries and Conservation Authority

How should this policy be applied?

11. A licence to dispose of dredge material, including the tidal extent of rivers and up to the mean high water springs mark, must be obtained from the Marine Management Organisation. Information on [exemption guidance](#) and the [licensing application process](#) can be found on the Marine Management Organisation's website. Where the disposal area occurs from mean low water springs landwards, an environmental permit may be required and where The Crown Estate, or another party, own the seabed, their permission is also likely to be needed.
12. Proposals should consider other interests, including potential impacts from other marine activities and the impacts that disposal has on these activities. They should also consider applicable environmental constraints based on specifications of the proposed activity (including location, scale and timing), associated risks, and consequences. This policy, like all policies within the marine plans, should not be taken in isolation, and the plan as a whole should be considered when submitting proposals.
13. Proposals should demonstrate how other disposal sites, potential beneficial and alternative use opportunities in the vicinity have been taken into account. New sites should be designated where there are positive benefits to designation, the [Waste Framework Directive](#) and related waste hierarchy has been taken into account, and a characterisation study has been completed. In order of preference, the waste hierarchy states that prevention of waste material is preferential. This is followed by re-use, recycling, recovery and then finally disposal. Examples of characterisation studies can be found on the [marine licensing selected cases](#) page such as the [Plymouth Dredged Material Disposal Site Selection – Characterisation Report](#), the [Hornsea Offshore Wind Farm Dredging and Disposal: Site Characterisation report](#) and the [Harwich Dredge Disposal Characterisation report](#).
14. Decision makers will establish whether the intent of this policy has been achieved through the determination of any applications. Inclusion of this information does not indicate that approval of the proposals will follow by default. Decision makers will take into account a range of relevant considerations including [Habitats Regulations Assessment](#), [Environmental Impact Assessment](#) and [National Policy Statements](#), where appropriate. Further considerations also include compliance with legislation and regulations detailed in the relevant local maintenance dredging protocol.

15. Plans and strategies should consider dredge disposal in relation to their area of responsibility, for example mineral and waste planning, when considering extraction of aggregates adjacent to existing or potential dredge disposal sites.

Signposting

16. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [UK Marine Policy Statement](#) (3.6)
- [National Planning Policy Framework](#)
- [EU Waste Framework Directive](#)
- [Oslo/Paris Convention for the Protection of the Marine Environment of the North East Atlantic](#)
- [Marine and Coastal Access Act](#) (2009)
- [Shoreline Management Plans](#)

17. Further information and guidance that may help in implementing the policy include:

- [Marine Information System](#)
- [Environmental impacts of maintenance dredging and disposal](#)
- [Landscape and seascape character assessment](#)
- [National Character Areas](#)
- [An approach to seascape character assessment](#)
- [Use of beneficial dredge materials in the South inshore and offshore marine plan areas](#) (MMO 1073)
- [Marine Licensing exemption for certain dredging activities](#)
- [Marine Licensing guidance: Disposing of waste to sea](#)

Plan area	North West		
Grouping	Oil and Gas		
Related High Level Marine Objectives (HLMO).	Achieving a sustainable marine economy Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace		
Other relevant policies	NW-CCS-1 NW-CCS-2		
Are these policies consistent across other plan areas?	NE	SE ✓	SW ✓

Policy drafting template – NW-OG-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are acting in a way which respects environmental limits and is socially responsible. This is rewarded in the marketplace.
Grouping	Energy	Code	NW-OG-1

Policy

NW-OG-1

Proposals demonstrating compatibility with oil and gas activities in areas where a licence for oil and gas has been granted or formally applied for should be supported.

What is oil and gas activity?

1. In the marine area oil and gas activity includes exploration for and production of oil and gas from below the seabed. Oil and gas deposits are located in spatially discrete areas where the deposits were formed and the associated infrastructure required to explore for or exploit the resource usually has a limited spatial footprint. Rigs are used to drill for hydrocarbons, and production is either via a platform or floating storage facility, where it may be processed prior to being exported ashore via pipelines or using shuttle tankers.

Where is oil and gas activity in the north west marine plan areas?

2. UK oil and gas reserves are predominantly in the North and Irish Seas, with the majority of oil to the north of the continental shelf and the gas to the south.
3. The [MMO Sustainability appraisal scoping report](#) notes a gas terminal at Barrow-in-Furness, and a number of oil and particularly gas fields in the north west marine plan areas. There are two significant oil discovery areas, with 30th round provisional awards adjacent to current fields and 31st round blocks to be offered throughout the plan area.

When does oil and gas activity take place in north west marine plan areas?

4. Oil and gas installations can operate year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year.

Why is oil and gas activity important to the north west marine plan areas?

5. Oil and gas provides the UK with a significant proportion of its primary energy demand, contributing 67% in 2015. Oil and gas is on a long-term decline, but will remain of central importance to the UK's energy (as well as being a significant provider of employment and tax revenue) as the country moves towards a low carbon economy (BEIS (2017) [Industrial Strategy](#)).
6. Sustainably maximising the economic recovery (and transmission) of oil and gas from the UK Continental Shelf (UKCS) is a priority for energy supply and security and is crucial to meeting UK energy needs during the transition to a low carbon economy (BEIS (2017) [Strategic Security of Supply Report](#)). This is also an

important aspect of increasing the UK's reliance on indigenous energy sources, minimising reliance on foreign imports and thereby enhancing energy security.

7. As of 2013, the north west marine plan areas contained 8.6% of England's oil and gas infrastructure and 6.7% of licensed extraction blocks. The north west marine plan areas has several wells and two significant pipelines, comprising 9.7% of England's share of pipelines (MMO (2013) [Strategic Scoping Report for marine planning in England](#)).
8. Licensed oil and gas blocks should be safeguarded for the activities identified in the licence until the licence is surrendered, (including completion of any relevant decommissioning activity) unless agreement over collocated use can be negotiated or suitable mitigation such as temporal measures are agreed. More detail on how such issues may be resolved between offshore wind and oil and gas is provided by the written ministerial statement made by the Secretary of State for Energy and Climate Change to Parliament on the 12th July 2011 and the subsequent [Oil and Gas Clause in Crown Estate Leases](#) guidance on procedures for independent valuation where necessary.
9. This policy gives clarity on dealing with potential future conflicts with other users who may want to use the same space. It builds upon Marine Policy Statement (3.3.4 and 3.3.8) which states: 'The UK's policy objective to maximise economic development of the UK's oil and gas resources' and 'maximising the economic recovery of UK oil and gas resource sustainably is therefore a priority in the UK's energy supply and energy security strategies'.

Who is this of interest to?

10. Public Authorities such as
 - Marine Management Organisation Licensing
 - Department for Business, Energy and Industrial Strategy
 - Oil and Gas Authority
 - The Crown Estate
 - UK Hydrographic Office

How should this policy be applied?

11. The potential for interaction between proposed oil and gas activity and current activities is addressed through existing measures, both as part of the process to identify and award licence blocks and to support application for a production licence (both requiring substantial investment) and through arrangements in place where any conflict remains. The policy wording supports that approach.
12. The Oil and Gas Authority (OGA), which was set up in April 2015 and is now responsible for issuing Seaward Production and Exploration Licences and the Department for Business, Energy & Industrial Strategy Offshore Petroleum Regulator for Environment and Decommissioning (BEIS OPRED) which is responsible for issuing activity specific approvals, should be consulted when considering whether a proposal has a potential impact on current or future exploration and production of oil and gas.
13. Maximising economic recovery of oil and gas resources may require access to discoveries that have not yet been developed. Future oil and gas extraction

proposals may require access to the same area of seabed as other proposals. Proposals located in or around a licensed block should demonstrate they could co-locate with any oil and gas activities ([see figure xxx](#)). Due to the small footprint of oil and gas infrastructure any actual conflict or impact may be minimal. Furthermore, exploration and appraisal work is transient and therefore not a permanent barrier to other uses of the marine area.

14. Early engagement is recommended with the oil or gas licence holder as there may be requirement for negotiation between parties involved, the Oil and Gas Authority and the Department for Business, Energy and Industrial Strategy. Where conflict arises public authorities should take account of the full range of benefits and risks, the national policy on development of oil and gas resources and arrangements in place for managing conflicts.

Signposting

15. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [Petroleum Act 1998](#)
- [Energy Act 2008](#)
- [Energy Act 2010](#)
- [Marine Policy Statement](#)
- [Planning Act 2008](#)
- [The Petroleum Licensing \(Applications\) Regulations 2015](#)
- [Climate Change Act 2008](#)

16. Further information and guidance that may help in implementing the policy include:

- [National Policy Statement for Energy EN-1](#)
- [Industrial Strategy](#)
- [National Planning Policy Framework](#)
- [Statutory security of supply report](#)
- [Marine Information System](#) Layers
 - Oil & Gas Awarded Blocks
 - Hydrocarbon Fields
 - Oil & Gas Safety zones
 - Other Relevant layers
- Other relevant policies to the oil and gas sector
 - NW-OG-2
 - NW-CCS-1
 - NW-CCS-2

Plan area	North West		
Grouping	Ports and Harbours		
Related High Level Marine Objectives (HLMO).	<p>Achieving a sustainable marine economy Infrastructure is in place to support and promote safe, profitable and efficient marine businesses The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.</p>		
Other relevant policies	NW-INF-1 NW-CO-1		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-PS-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses
Grouping	Ports and Harbours	Code	NW-PS-1

Policy

NW-PS-1

Proposals demonstrating compatibility with current activity and future opportunity for expansion of port and harbour activities will be supported. Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.

What are port and harbour activities?

1. Port and harbour activities in the north west marine plan areas include:
 - transport of cargo (including bulks, oil, petrol and gas, nuclear fuel, vehicles and roll-on roll-off units) and passengers
 - facilitating recreational use
 - landing of marine aggregates and fisheries products
 - hosting of naval and research vessels
 - waste and recycling management as well as bioenergy centres
2. Ports and harbours also play a role in managing their local environments (natural and historic) and often play an active role in marine and maritime related events.
3. Ports and harbours are essential to realising the economic and social benefits of marine resources including ports' and harbours' ability to respond to the demand of users. UK ports compete with each other and with European ports. This helps drive efficiencies and lowers costs for industry and consumers, contributing to the competitiveness of the UK economy ([National Policy Statement for Ports](#)). Synchronising ports' and harbours' functions requires careful planning and management to ensure efficient use of space and support future growth.
4. Ports and harbour future growth is directly related to the number of vessels and/or the size of vessels using them, making their growth difficult to predict as it is responsive to global markets. Growth is not the aspiration of all ports and harbours, some seek to maintain current operations and management practices with no further expansion.
5. This policy provides clarity on how the economic interests of ports and harbours should be protected and makes sure new development does not restrict current activities or future growth. This policy protects the efficiency and resilience of continuing port operations, and further port development ([Marine Policy Statement 3.4.7](#)). This policy also complements the [National Policy Statement for Ports](#), setting provisions for port growth in the context of the management and development of other activities.

Where is port and harbour activity in the north west marine plan area?

6. There are numerous ports and harbours across the North West Inshore Marine Plan area ranging from major docks such as the Ports of Liverpool, Birkenhead, Manchester and Heysham, to operations based in coastal towns such as Fleetwood, Workington, Siloth and Garston. Smaller harbours such as Whitehaven are important for supporting the local fishing industry and other harbours shelter a number of recreational sailors, such as Maryport.

When does port and harbour activity take place in the north west marine plan area?

7. Ports and harbours operate year round.

Why are ports and harbours important to the north west marine plan area?

8. Ports play an important part in local and regional economies. As well as port related employment, by bringing together groups of related businesses within and around the estate, ports create a cluster effect supporting economic growth by encouraging innovation and the creation and development of new business opportunities.

Who is this of interest to?

9. Public authorities such as:
 - ports and harbour authorities
 - terrestrial planning authorities
 - Marine Management Organisation licensing

How should this policy be applied?

10. Proposals should demonstrate that they have considered the resilience of ports and harbours to changing markets and international needs.
11. Proposals should demonstrate that relevant ports and harbours have been consulted and their current activities and future growth considered. As this policy may apply more widely than Statutory Harbour Areas, proposals should identify all ports and harbours that may be affected and engage with them early in proposal development. This should include the matters listed in these plans but may also include other considerations such as anchorages.
12. Figure XXX outlines important areas where this policy should be applied. It includes navigational approaches, harbour administrative areas and anchoring areas. This should not be considered definitive. For example, in understanding where future port or harbour use may need to be accommodated, developments and other activities should also have regard to access and approach channels into ports (see Figure XXX).
13. Figure XXX should not be considered in isolation and any interpretation is subject to review with neighbouring port or harbour authorities to make sure navigation channels are considered in their entirety. This is necessary as navigation channels are composed of areas maintained by licenced and natural processes. It may be that areas maintained by natural processes are subject to capital and maintenance dredging in the future as port requirements are identified. Where they exist, port master plans and their descriptions of future development should be referred to.

14. Figure XXX can also be used to identify potential future development as it shows existing licenced dredging and disposal areas, which can indicate future capital dredging and thereby port development. Please visit the Marine Information System for up to date versions of these maps.

15. Public authorities will take account of a range of relevant considerations including compliance with legislation, regulations and environmental assessment.

16. Signposting

- [National Policy Statement for Ports](#)
- [Marine Policy Statement](#) (3.4.7)
- Port and harbour master plans
- [Marine and Coastal Access Act](#) (2009)

17. Further information and guidance that may help in implementing the policy include:

- Marine Information System

Iteration 3 draft

Policy drafting template – NW-PS-2

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses
Grouping	Ports and Harbours	Code	NW-PS-2

Policy

NW-PS-2 Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within International Maritime Organization routing systems unless there are exceptional circumstances.

What are International Maritime Organization routing systems?

1. The International Maritime Organization is the United Nations agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships. International Maritime Organization routing systems are established to maintain navigational safety by managing shipping traffic in busy areas and/or in response to prevailing hydrographic features.

Where are sector/activity in the north west marine plan areas?

2. There are no International Maritime Organization routing systems in the north west marine plan areas.

When does sector/activity take place in north west marine plan areas?

3. Shipping operates year round.

Why is sector/activity important to the north west marine plan areas?

4. The north west marine plan areas **do not** include routing systems that make sure international obligations are met with regards to maintaining particular navigational requirements.
5. The [Marine Policy Statement](#) (3.4.7 and 2.3.1.1) states that ‘marine plan authorities and decision-makers should take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety and make sure that their decisions are in compliance with international maritime law. [The National Policy Statement for Renewable Energy Infrastructure](#) (2.6.161) states that nationally significant infrastructure projects should not be ‘... grant[ed] development consent in relation to the construction or extension of an offshore wind farm... [if] interference with the use of recognised sea lanes essential to international navigation is likely to be caused by the development’.
6. The policy specifies that developments should not be authorised where use of International Maritime Organization routing systems may be compromised. This reflects the UK plan to preserve internationally important navigation routes. Authorisation of proposals that impact upon use of International Maritime Organization routing systems are very rare.

Who is this of interest to?

7. The policy will mainly be implemented by the Marine Management Organisation. Other government departments may also implement this policy, as per the [Planning Act](#) (2008).

How should this policy be applied?

8. The policy focuses on proposals that result in static infrastructure that may have a presence at the sea surface and/or may reduce under-keel clearance to the extent that it will impact on vessel traffic. See Figure XXX for the areas that are included. The areas involved are beyond the intertidal area and outside port and harbour authority limits.
9. This policy recognises existing designations for navigation whilst acknowledging the ability to co-locate with many sea bed related and non-permanent activities.
10. Proposals should demonstrate that they have consulted with the Maritime and Coastguard Agency to define 'significant' reduction of under-keel clearance in relation to their proposal during the scoping process.
11. Mid water structures may also impose restrictions on navigation. Development of such structures or the intent to do so within International Maritime Organization routing systems in the south marine plan areas have not been identified.
12. This policy does not preclude non-permanent static sea surface infrastructure for example jack-up vessels, which are subject to operational requirements such as notifications to mariners to ensure safe operation. The policy does not discount International Maritime Organization routing and reporting systems changing in the future.

Signposting

13. Existing measures which relate to, and may contribute to the achievement of this policy include:
 - [Marine Policy Statement](#) (3.4.7 and 2.3.1.1)
 - [The National Policy Statement for Renewable Energy Infrastructure](#) (2.6.161)
 - [Planning Act](#) (2008).
14. Further information and guidance that may help in implementing the policy include:
 - Marine Information System

Policy drafting template – NW-PS-3

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
Grouping	Ports and Harbours	Code	NW-PS-3

Policy

NW-PS-3

Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.

What are high density navigation routes and passenger services?

1. High density navigation routes are areas at sea along which shipping traffic travels. This reflects routes used by vessels of 300 gross tonnes or more, including cruise services (see Figure XXX, the methodology used to define the high density navigation route in this figure can be found in appendix X). Passenger ferry services are regular routes for these vessels (which may or may not overlap with high density navigation routes).
2. The location and level of shipping activity is related to the location of ports, harbours and destinations for passenger and commercial traffic. The north west marine plan area is home to significant levels of coastal, short sea and international shipping.
3. New activities in the north west marine plan areas should afford protection to safe and competitive shipping, particularly where high density navigation routes and/or passenger ferry services are identified.

Where are sector/activity in the north west marine plan areas?

4. There are numerous ports and harbours across the North West Inshore Marine Plan area ranging from major docks such as the Port of Liverpool (with its expanded container capacity under the 'Liverpool2' investment programme), Birkenhead, Manchester and Heysham, to operations based in coastal towns such as Fleetwood, Workington, Siloth and Garston. Smaller harbours such as Whitehaven are important for supporting the local fishing industry and other harbours shelter a number of recreational sailors, such as Maryport.

When does sector/activity take place in the north west marine plan areas?

5. Shipping activity takes place throughout the year, with seasonal peaks and variations.

Why is sector/activity important to the north west marine plan areas?

6. Shipping connections to global markets and the links between the North-West and Ireland are part of the essential character of the north west marine plan areas. Shipping routes within the Irish Sea are composed of North-South routes along the Irish Sea and connecting routes to Ireland. Most notable are Holyhead and Liverpool to Dublin, Heysham and Liverpool to the Isle of Man and Belfast.

7. There are other pressures on the industry which may impact on future growth. For example, requirement to reduce sulphur emissions may lead to an increase in sea transport costs, reducing competitiveness of short sea shipping and potentially affecting income for ports.
8. Vessel diversions, which may arise from direct displacement by permanent or non-permanent development or activities, are likely to have a negative impact on the industry for example increasing operational costs due to increased use of fuel.
9. The policy focuses on minimising negative impacts on shipping activity, protecting the economic interests of ports, shipping and the UK economy overall, affording protection to the areas used by high intensities of traffic ([Marine Policy Statement 3.4.2](#)). It also gives effect to provisions in the [National Planning Policy Framework \(section 37\)](#) which aims to encourage sustainable transport. See Figure XXX for high density navigation routes and passenger services within the south marine plan areas.

Who is this of interest to?

10. Public authorities such as;
 - Terrestrial planning authorities
 - Marine Management Organisation licensing
 - BEIS
 - Marine and Coastguard Agency
 - port and harbour authorities

How should this policy be applied?

11. This policy will be implemented by public authorities for proposals requiring static sea surface infrastructure or above surface structures that may encroach upon high density navigation routes, or that may cause a risk to the viability of passenger ferry services (see Figure XXX). For example, infrastructure at the sea surface and/or below/above that reduces under-keel or overhead clearance. This approach recognises the ability to co-locate with sea bed located and non- permanent activities.
12. The policy will mainly be implemented by the Marine Management Organisation. Other government departments may also implement this policy, such as the [Department for Business, Energy and Industrial Strategy](#) in the case of energy related nationally significant infrastructure projects where marine plans are a consideration ([Planning Act](#) (2008)).
13. This policy should be implemented in high density navigation routes that begin on the landward side at the boundaries of harbour administrative areas and/or areas within International Maritime Organization routing systems. See Figure XXX and the [Marine Information System](#) for affected areas - this does not include non-routine traffic such as fishing vessels, military vessels, tugs, dredgers and recreational vessels. Irrespective of the map provided, each proposal will be treated on its own merits, with measures such as navigational risk assessments undertaken as required.

14. Proposals should:

- be compatible with the need to maintain space for safe navigation, avoiding adverse impacts
- anticipate and provide for future safe navigational requirements where evidence and/or stakeholder input allows
- account for impacts upon navigation in combination with other existing and proposed activities

15. Proposals should demonstrate that they have consulted harbour and other navigation authorities (including [Trinity House](#)), public authorities (including the [Maritime and Coastguard Agency](#)), and commercial shipping representation (including the [UK Chamber of Shipping](#)). Where a proposal may impede navigation or expected growth they should also consult with other relevant navigation and shipping representatives.

16. Proposals should be informed by all relevant bodies that can advise on impact on navigation routes. For example, those proposing offshore wind farms should consult with the Nautical and Offshore Renewable Energy Liaison group, who can help identify related impacts on navigation.

Signposting

17. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [National Planning Policy Framework](#) (3.4.2)
- [The National Policy Statement for Renewable Energy Infrastructure](#) (2.6.161)
- [Planning Act](#) (2008)
- relevant port master plans
- Maritime 2050

18. Further information and guidance that may help in implementing the policy include:

- key data sets on the [Marine Information System](#)

Policy drafting template – NW-PS-4

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Shipping	Code	NW-PS-4

Policy

NW-PS-4

Proposals promoting short sea shipping as an alternative to road and rail transport will be supported.

What is short sea shipping?

1. Short sea shipping is the movement of cargo and passengers by sea over short distances including along the coast between domestic ports and to and from the UK to European ports. This includes support services for oil and gas facilities and renewable energy installations. Short sea shipping reduces congestion caused by terrestrial road transport and can provide air quality improvements through greater fuel economy and lower emissions of harmful pollutants. Short sea shipping is one of the most sustainable and economically competitive modes of transport.
2. Short sea shipping is important as a means of both distributing goods brought into ports by growing numbers of ultra large container ships (ULCS) and through direct movements of smaller bulk materials. The short sea shipping market is expected to grow as a sustainable alternate to the transport of goods by road or rail, providing a flexible and specialised service. There are however, a number of factors to consider in what is a price sensitive market. In particular the relative lower costs of road transport, time constraints on delivery of goods and the availability of government subsidies.
3. The types of cargo carried by short sea shipping in the north west plan areas include:
 - transport of cargo (including bulks, vehicles and roll-on roll-off units) and passengers
 - landing of marine aggregates and fisheries products
 - fabrication and storage of renewable energy components
 - waste and recycling management as well as bioenergy centres

Where is short sea shipping activity in the north west marine plan areas?

4. Short sea shipping in the north west plan areas is focused on the major docks and feeder ports of Liverpool, Birkenhead, Manchester and Heysham, with smaller operations based in coastal towns such as Fleetwood, Workington, Siloth and Garston.

When does short sea shipping take place in the north west marine plan areas?

5. Short sea shipping occurs throughout the year in the north west plan areas, though there are seasonal variations related to grain and agricultural produce.

Why is short sea shipping important to the north west marine plan areas?

6. Ports and harbours are essential to realise economic and social benefits for the north west marine plan areas and the UK. Marine plans make sure proposals do not restrict current port and harbour activity or future growth, enabling long-term strategic decisions, and supporting competitive and efficient port and shipping operations
7. Short sea shipping provides a sustainable alternative to road and rail transport, lowering CO² emissions and reducing road congestion. Bulk volumes are moved quickly with a reduction in administrative burden and increased efficiency through economies of scale. Short sea routes also allow the transshipment of cargo from large vessels landing into major European ports to the UK, reducing costs, improving reliability and allowing smaller ports to expand through the establishment of increased numbers of short sea shipping routes.

Who is this of interest to?

8. Public authorities such as:
 - ports and harbour authorities
 - terrestrial planning authorities
 - Marine Management Organisation licensing
 - Maritime and Coastguard Agency
 - Department for Transport

How should this policy be applied?

9. Proposals that promote short sea shipping will be supported where appropriate.
10. It is likely that the primary driver of this policy will be from the ports and harbour sector when considering expanding operations or increasing capacity of trade into ports. This is an enabling policy designed to apply to all ports and harbours to enable growth without giving an advantage to any one port over another. Therefore all proposals should demonstrate that all relevant ports and harbours port master plans have been considered . As this policy may apply more widely than Statutory Harbour Areas, proposals should identify all ports and harbours that may be affected and engage with them early in proposal development. This should include the matters listed in these plans but may also include other considerations such as safeguarding anchorages which may be restricted through port expansion.
11. Figure XXX outlines important areas where this policy should be applied. It includes navigational approaches, harbour administrative areas and anchoring areas. This should not be considered definitive. For example, in understanding where future port or harbour growth in short sea shipping may need to be accommodated, developments and other activities should also have regard to access and approach channels into ports (see figure XXX).
12. This policy provides support to the efficiency and resilience of continuing port operations, and further port development ([Marine Policy Statement](#) (3.4.7)). This policy also complements the [National Policy Statement for Ports](#), setting provisions

for port growth in the context of the management and development of other activities including the growth of short sea shipping.

13. Public authorities will take account of a range of relevant considerations including compliance with legislation, regulations and environmental assessment.

Signposting

14. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [Merchant Shipping Act 1995](#)
- [National planning policy framework](#)
- [port statutory powers of 'competent harbour authorities'](#)
- port and harbour master plans

15. Further information and guidance that may help in implementing the policy include:

- Marine Information System
- [UK maritime and shipping statistics](#)
- Maritime 2050

Iteration 3 draft

Plan area	North West		
Grouping	Renewables		
Related High Level Marine Objectives (HLMO).	<p>Achieving a sustainable marine economy The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future. Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating efficiently</p>		
Other relevant policies	NW-WIND-2 NW-CO-1 NW-GOV-1		
Are these policies consistent across other plan areas?	NE ✓	SE ✓	SW ✓

Policy drafting template – NW-REN-1

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Renewables	Code	NW-REN-1

Policy

NW-REN-1 Proposals that support the provision of emerging renewable energy technologies and associated supply chains, will be supported.

What is an emerging renewable energy technology?

1. Offshore renewable energy is currently dominated by fixed foundation offshore wind. There are a number of technologies, and associated supply chains, at various stages of the development lifecycle within the English marine area that could reach commercial scale deployment within the 20 year vision of the marine plan. Such technologies include, but are not limited to:

Tidal

2. Tidal energy generation is where tidal devices generate energy by harnessing the surge of ocean waters during the rise and fall of tides. Tidal energy resource is at its best when there is a good tidal range, defined as the vertical difference between the high tide and the succeeding low tides, and the speed of the current is amplified by the funnelling effect of the local coastline and seabed.

Supply chains

3. Supply chains are the movement of material from their source to the end customer. In the marine renewables sectors these include the manufacture, transport and installation of wind turbines, wave and tidal devices, and supporting infrastructure such as foundations and cables. An illustration of the location of businesses involved in the renewable energy supply chain can be viewed [here](#). Development of supply chains has the potential to drive down the costs associated with renewable energy development. In particular UK support for operations and maintenance bases could contribute to further reductions in the cost of renewable energy. There are opportunities for existing oil and gas supply chains to diversify into offshore wind.

Where is renewable energy in the north west marine plan areas?

4. Within the plan area there are three operational Round 1 sites (Barrow, Ormonde and Burbo Bank), three Round 2 sites (Walney 1, Walney 2 and West of Duddon Sands) and three extensions (Burbo Bank, Walney 3 and Walney 4).

When does renewable energy take place in north west marine plan areas?

5. Renewable energy generation can occur at any point in the year. The activity is limited by the availability of conditions needed to generate electricity, for example strong enough winds to turn wind turbines.

Why is renewable energy important to the north west marine plan areas?

6. The Clean Growth Strategy sets out an ambition to reduce emissions from the power sector to zero by 2050 and to grow renewables and nuclear to over 80% of electricity generation. There is also an ambition to develop a Sector Deal for offshore wind.
7. The Marine Policy Statement (3.3.5) requires marine planning to take account of preferred areas for development of different energy sources and their generation and distribution infrastructure. In England, licences for offshore wind energy projects are granted by the Marine Management Organisation (projects <100MW) and the Planning Inspectorate (projects >100MW). Developers also require a seabed lease from The Crown Estate.
8. More information on the leasing and consenting process for renewable energy can be found in the [National Policy Statement](#) for energy EN-1, EN-3 and EN-5. These documents provide the primary basis for decision-making in relation to Offshore Wind Farms over 100 Megawatts including assessment of impacts on biodiversity, other activities and social receptors on land and offshore.
9. The UK supply chain plays an important role in developing technology, driving down associated costs of infrastructure and realising the economic and social benefits of renewable energy to the UK economy. The Marine Policy Statement (3.3.19) states that 'Expansion of the offshore wind [energy] supply is likely to require significant investment in new high value manufacturing capability with potential to regenerate local and national economies and provide employment'. The value of supply chains to cost reduction is identified in the [Clean Growth Strategy](#).
10. The [Electricity Market Reform](#) recognises the role of nationally significant infrastructure projects in influencing supply chains and encourages greater competition and diversification in the supply chain by identifying important tender dates for all projects over 300MW through a [supply chain plan](#).
11. Figure xxx identifies the potential for renewable energy in the North West Marine Plan Areas.

12. Who is this of interest to?

- Developers
- Public authorities such as;
 - Terrestrial planning authorities
 - Marine Management Organisation licensing
 - BEIS
- The Crown Estate

How should this policy be applied?

13. Proposals should demonstrate that they contribute to the development of smaller scale renewable energy or that they will contribute to the development or creation of supply chains associated with renewable energy. For example, the development of blade manufacturing plants or the provision of facilities or services to test emerging technologies. This does not indicate that approval of the proposal will follow by default. Public authorities also take into account legislation and regulations, such as the [Habitats Regulations Assessment](#) and [Environmental Assessment](#).

14. The Marine Management Organisation report '[Maximising the socio-economic benefits of marine planning for English coastal communities](#)' identifies and highlights areas of coastal challenge typology that could benefit from renewable energy development. Coastal typologies differentiate between different types (or categories) of coastal area on the basis of their socio-economic characteristics. Although every coastal community has a unique combination of characteristics, the typology helps group together those areas with similar characteristics on important indicators, for which particular planning developments and policy initiatives may be appropriate. Typologies identified within the north west marine plan areas are a probable good fit for energy development including B1 structural shifters, B2 new towns and ports and B3 striving communities.

15. The above is dependent on the ability of the location to capture wider elements of the supply chain processes within the local economy. Numerous sub-national policy documents offer differing levels of support for renewable energy and associated industries, including the [Blackpool Local Plan](#), [South Lakeland Local Plan](#) and [Liverpool Local Plan](#).

16. Links to other plan policies

- Employment
- Renewables

Signposting

17. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [The Climate Change Act 2008](#)
- [Renewable Energy Directive](#)
- [Electricity Market Reform](#)
- [National Planning Policy Framework](#)
- National Policy Statements [EN-1](#) and [EN-3](#)
- [Industrial Strategy](#)
- [Clean Growth Strategy](#)

18. Further information and guidance that may help in implementing the policy include:

- Offshore wind potential resource areas (MIS)

Policy drafting template – NW-REN-2

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	Marine businesses are taking long-term strategic decisions and managing risks effectively. They are competitive and operating efficiently.
Grouping	Renewables	Code	NW-REN-2

Policy

NW-REN-2 Proposals that are in or could affect sites held under a lease or an agreement for lease (see figure xxx) for renewable energy generation (wind or tidal) should demonstrate that they will in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts.

What is renewable energy?

Offshore wind

1. Offshore wind is the use of wind farms constructed in bodies of water to harvest wind energy to generate electricity. [The Crown Estate](#) owns almost the entire seabed out to 12 nautical miles, and has powers to lease areas in the United Kingdom (with the exception of Scotland) Renewable Energy Zone to generate electricity from wind. It has run a number of offshore wind leasing rounds using its powers under the [Energy Act 2004](#). Round 1 and 2 were leased in December 2000 and July 2003 respectively. In 2009 The Crown Estate invited developers to bid for exclusive rights to develop Offshore Wind Farms in nine zones around the United Kingdom. These sites make up the Round 3 programme.
2. The Crown Estate also leases areas for demonstration projects. These developments are usually small scale and aim to allow manufacturers to test and prove new wind farm technologies. The aim of these demonstration projects is to help to reduce costs in the offshore wind industry.

Tidal energy

3. Tidal energy generation is where tidal devices generate energy by harnessing the surge of ocean waters during the rise and fall of tides. Tidal energy resource is at its best when there is a good tidal range, defined as the vertical difference between the high tide and the succeeding low tides, and the speed of the current is amplified by the funnelling effect of the local coastline and seabed.

Where are sector/activity in the XX marine plan areas?

4. Within the plan area there are three operation Round 1 sites (Barrow, Ormonde and Burbo Bank), three Round 2 sites (Walney 1, Walney 2 and West of Duddon Sands) and three extensions (Burbo Bank, Walney 3 and Walney 4).
5. Fig xx identifies a large portion of the plan area that has potential for future development of offshore wind.

When does sector/activity take place in XX marine plan areas?

6. Renewable energy generation can occur at any point in the year. The activity is limited by the availability of conditions needed to generate electricity, for example strong enough winds to turn wind turbines.

Why is renewable energy important to the North West marine plan areas?

7. The Clean Growth Strategy sets out an ambition to reduce emissions from the power sector to zero by 2050 and to grow renewables and nuclear to over 80% of electricity generation. There is also an ambition to develop a Sector Deal for offshore wind.
8. The Marine Policy Statement (3.3.5) requires marine planning to take account of preferred areas for development of different energy sources and their generation and distribution infrastructure. In England, licences for offshore wind energy projects are granted by the Marine Management Organisation (projects <100MW) and the Planning Inspectorate (projects >100MW). Developers also require a seabed lease from The Crown Estate.
9. More information on the leasing and consenting process for renewable energy can be found in the [National Policy Statement](#) for energy EN-1, EN-3 and EN-5. These documents provide the primary basis for decision-making in relation to Offshore Wind Farms over 100 Megawatts including assessment of impacts on biodiversity, other activities and social receptors on land and offshore.
10. Figure xxx identifies the potential for renewable energy in the North West Marine Plan Areas.

11. Who is this of interest to?

- Developers
- Public authorities such as;
 - Terrestrial planning authorities
 - Marine Management Organisation licensing
 - BEIS
 - The Crown Estate

How should this policy be applied?

12. Proposals for new developments or activities should demonstrate that they will, in order of preference, avoid, minimise or mitigate impact on renewable energy development-proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a) etc. This includes, but is not limited to, hard infrastructure that is installed at any point through the water column either on or under the sea bed.
13. Where it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding, including how the proposal supports the North West Marine Plan vision, objectives and other plan policies. Inclusion of this information does not indicate that approval of the proposal will follow by default. That will also depend on other material considerations to be taken into account by the decision-maker which may include, for example, other plans.
14. Information could include:
 - evidence that the proposed activity will be compatible with renewable energy generation

- evidence showing the footprint of the proposal will not have a negative impact on the renewable energy sites ability to generate energy
- undertaking the conflicting activity during periods of no energy generation with the permission of the rights holder

15. Proposals should demonstrate that relevant public authorities have been consulted in the pre-application phase of the consenting processes, that mitigation and/or minimisation has been discussed with project developers and public authorities to make sure solutions are suitable (this could also include trade bodies). Objective 1 – co-existence sets out arrangements for the update of the area covered by this policy as new information becomes available.

16. Public authorities should take account of a range of relevant considerations including compliance with legislation, regulations, Habitats Regulations Assessment and environmental assessment.

Signposting

17. Existing measures which relate to, and may contribute to the achievement of this policy include:

- [The Climate Change Act 2008](#)
- [Renewable Energy Directive](#)
- [Electricity Market Reform](#)
- [National Planning Policy Framework](#)
- National Policy Statements [EN-1](#) and [EN-3](#)
- [Industrial Strategy](#)
- [Clean Growth Strategy](#)

18. Further information and guidance that may help in implementing the policy include:

- Offshore wind potential resource areas (MIS)

Policy drafting template – NW-WIND-2

HLMO	Achieving a sustainable marine economy	Sub bullet(s)	The marine environment and its resources are used to maximise sustainable activity, prosperity and opportunities for all, now and in the future.
Grouping	Renewables & cables	Code	NW-WIND-2

Policy

NW-WIND-2 Preference will be given to proposals for offshore wind farms inside areas of identified potential (see figxxx), including relevant enabling projects and infrastructure, will be supported.

What is offshore wind?

1. Offshore wind is the use of wind farms constructed in bodies of water to harvest wind energy to generate electricity. [The Crown Estate](#) owns almost the entire seabed out to 12 nautical miles, and has powers to lease areas in the United Kingdom (with the exception of Scotland) Renewable Energy Zone to generate electricity from wind. It has run a number of offshore wind leasing rounds using its powers under the [Energy Act](#) 2004. Round 1 and 2 were leased in December 2000 and July 2003 respectively. In 2009 The Crown Estate invited developers to bid for exclusive rights to develop Offshore Wind Farms in nine zones around the United Kingdom. These sites make up the Round 3 wind farm zone leasing programme.
2. The Crown Estate also leases areas for floating and hybrid wind demonstration projects. These developments are usually small scale and aim to allow manufacturers to test and prove new wind farm technologies. The aim of these demonstration projects is to help to reduce costs in the offshore wind industry.
3. More information on the leasing and consenting process for Offshore Wind Farms can be found in the [National Policy Statement](#) for energy EN-1, EN-3 and EN-5. These documents provide the primary basis for decision-making in relation to Offshore Wind Farms over 100Megawatts including assessment of impacts on biodiversity, other activities and social receptors on land and offshore.
4. Offshore wind has benefits beyond energy generation. Supply chains are the movement of material from their source to the end customer. In the marine renewables sectors these include the manufacture, transport and installation of wind turbines and supporting infrastructure such as foundations and cables. An illustration of the location of businesses involved in the renewable energy supply chain can be viewed [here](#). Development of supply chains has the potential to drive down the costs associated with renewable energy development. In particular UK support for operations and maintenance bases could contribute to further reductions in the cost of renewable energy. There are opportunities for existing oil and gas supply chains to diversify into offshore wind.

Where is offshore wind in the North West marine plan areas?

5. Within the plan area there are three operational Round 1 sites (Barrow, Ormonde and Burbo Bank), three Round 2 sites (Walney 1, Walney 2 and West of Duddon Sands) and three extensions (Burbo Bank, Walney 3 and Walney 4).
6. Fig xx identifies a large portion of the plan area that has potential for future development of offshore wind.

When does offshore wind take place in North West marine plan areas?

7. Offshore wind infrastructure operates year round with the majority of installation and routine maintenance occurring in the better weather during the summer and autumn each year, however damage to essential infrastructure will be repaired as quickly as possible.

Why is sector/activity important to the North West marine plan areas?

8. Offshore wind is essential to enable a sustainable energy generation mix. The UK has some of the best wind resources in the world. Offshore wind will play an important role in meeting renewable energy and carbon emission targets as well as improving energy security towards 2050 as recognised by the Marine Policy Statement (3.3.19).
9. The Marine Policy Statement (3.3.5) requires marine planning to take account of preferred areas for development of different energy sources and their generation and distribution infrastructure. In England, licences for offshore wind energy projects are granted by the Marine Management Organisation (projects <100MW) and the Planning Inspectorate (projects >100MW). Developers also require a seabed lease from The Crown Estate.
10. More information on the leasing and consenting process for Offshore Wind Farms can be found in the [National Policy Statement](#) for energy EN-1, EN-3 and EN-5. These documents provide the primary basis for decision-making in relation to Offshore Wind Farms over 100Megawatts including assessment of impacts on biodiversity, other activities and social receptors on land and offshore.
11. The [Industrial Strategy](#) recognises the need to continue to decarbonise the energy system to deliver the commitments of the [Paris Agreement 2015](#). The [Clean Growth Strategy](#) sets out the the governments ambitions for continuing to reduce costs to the sector by developing the supply chain and agreeing a Sector Deal with industry.

12. Who is this of interest to?

- Developers
- Public authorities such as;
 - Terrestrial planning authorities
 - Marine Management Organisation licensing
 - BEIS
 - The Crown Estate

How should this policy be applied?

13. This policy will be applied by public authorities to ensure that the potential for Offshore Wind Farms in the North West marine plan areas and the ambitions of government for renewable energy are realised.

14. Offshore Wind Farm proposals will still be required to be in compliance with relevant legislation and regulations including habitat regulations assessment, [Environmental Impact Assessment](#) and [National Policy Statements](#).
15. This policy signals that public authorities will look favourably upon development of Offshore Wind Farms and any supporting projects, including associated infrastructure, inside areas identified as potential for offshore wind where conditions are met (see figure xx for resource location). These authorities should work in conjunction with the offshore wind farm developer, the Department for Energy and Industrial Strategy's Secretary of State (who will determine Offshore Wind Farm proposals over the [100 Megawatts threshold](#)) and/or the National Infrastructure Directorate.
16. Applicants should consider consulting The Crown Estate for site specific enquiries or the Department for Business, Energy and Industrial Strategy for queries on Contracts for Difference or other funding mechanisms

Signposting

17. Existing measures which relate to, and may contribute to the achievement of this policy include:
 - [The Climate Change Act 2008](#)
 - [Renewable Energy Directive](#)
 - [Electricity Market Reform](#)
 - [National Planning Policy Framework](#)
 - National Policy Statements [EN-1](#) and [EN-3](#)
 - [Industrial Strategy](#)
[Clean Growth Strategy](#)
18. Further information and guidance that may help in implementing the policy include:
 - Offshore wind potential resource areas (MIS)