

# South West

## Social

### Policy groupings:

- Access
- Defence
- Employment
- Fisheries
- Governance
- Heritage Assets
- Infrastructure
- Seascape
- Social
- Tourism and Recreation

### HLMOs addressed by policies:

#### ***Ensuring a strong, healthy and just society***

- People appreciate the diversity of the marine environment, its seascapes, its natural and cultural heritage and its resources and act responsibly.
- The use of the marine environment is benefiting society as a whole, contributing to resilient and cohesive communities that can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.
- There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
- Use of the marine environment will recognise, and integrate with, defence priorities, including the strengthening of international peace and stability and the defence of the UK and its interests.

#### ***Promoting good governance***

- Marine businesses are subject to clear, timely, proportionate and, where appropriate, plan led regulation

#### ***Achieving a sustainable marine economy***

- Infrastructure is in place to support and promote safe, profitable and efficient marine businesses

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

Plan area	South West		
Grouping	Access		
Related High Level Marine Objectives (HLMO).	<p><b>Ensuring a strong, healthy and just society</b></p> <p>There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.</p>		
Other relevant policies	SW-GOV-1 SW-CO-1 SW-TR-1 SW-TR-2		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-ACC-1

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Access	<b>Code</b>	SW-ACC-1

### Policy

#### SW-ACC-1

Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on public access.

### What is Access?

1. Access includes 'physical' access to the marine area to participate in recreational activities, or associated facilities and infrastructure on land to enable and support activities in the marine area (for example, paths, benches, slipways, car parks and marinas). Access also includes 'interpretive' and 'virtual' access that increase awareness and understanding of the marine area. For example interpretation boards, viewpoints, signage, films, literature and web based interpretation tools.

### Where does access take place in the south west marine plan areas?

2. Opportunities for access to the south west marine plan areas are focused around ports, harbours, heritage assets and tourist destinations.
3. The south west marine plan areas have a variety of features providing settings for tourism and recreation. The many sandy beaches and attractive coastlines of the area have long been a draw for visitors for water sports (especially surfing) leading to the growth of towns like Padstow, Hayle, Bideford, Penzance and Falmouth. Weston-Super-Mare, Clevedon, Burnham-on-Sea, Minehead, Ilfracombe, Newquay are traditional seaside resorts.
4. The south west areas have many protected natural areas, the adjoining Exmoor and Dartmoor National Parks, eight AONBs and half of all Heritage Coasts designated in England are in the south west marine plan areas. This frequently "natural" seascape, and many maritime warfare heritage assets, makes the coast popular for a variety of activities including bird watching, hiking and cycling.

5. The area has the third highest number of marinas in England, and a large number of RYA cruising routes and sailing areas, that support high levels of sailing and recreational boating. This is particularly dense in areas such as Plymouth Sound. Trips linking destinations on the Welsh and English coasts are popular. Recreational angling is popular in the rivers and estuaries, from the many sandy beaches and using privately owned boats or recreational charters out of harbours like Bideford. The second highest tidal range in the world and the exposure to the Atlantic create a high wave climate important for surfing “hotspots” in the west-facing, windswept exposed beaches such as Hartland, Tintagel and Bude Bay. This is also a popular coastline for walking, climbing, coasteering, kite-surfing, rock-pooling, crabbing, geology study (the area includes part of the East Devon World Heritage Site or “Jurassic Coast”) and painting. More sheltered waters such as Bideford Bay, Taw/Torridge Estuaries, Mount’s Bay and South Cornwall support a variety of water sports. Numerous wrecks in the Bristol Channel and off the south coast, such as HMS Scylla off Whitsand Bay, have led to development of artificial reefs and dive sites.
6. The MMO [Strategic scoping report](#) highlights the importance of fishing activity in the South West Inshore area, which is home to the greatest number of vessels in England (with Newlyn home to 203 vessels in 2011). In 2011, Plymouth was the English port landing the largest quantity of fish (14,000 tonnes) and over the last three to four years, The Crown Estate has granted leases for three shellfish long-line developments in Cornwall as well as an aquaculture lease for a farm in North Devon.

#### **When does access take place in South west marine plan areas?**

7. Access to and within the plan areas takes place throughout the year but depends upon the type of access. Access to Ports and Harbours is continual with seasonal variation according to weather and fishing activity. Both tourism and recreation are subject to seasonal highs and lows throughout the year and across the plan area with higher visitor numbers during the spring and summer months especially around historic buildings, seabird reserves and general access to the marine environment however increasingly pressures are being seen all year round.

#### **Why is access important to the south west marine plan areas?**

8. This policy directly supports requirements in the Marine Policy Statement, it states ‘The provision of slipways, coastal footpaths and ensuring coastal access for example could encourage economic growth and highlights the importance of considering the links between marine and terrestrial plans’ (3.11.5). Provision for marine access is essential for realising the economic and social benefits for the south west marine plan area. The south west marine plan areas are important for tourism and recreation and this is predicted to continue to grow over the lifespan of the marine plan according to MMO (2017) Futures analysis for the North East, North West, South East and South West marine plan areas (<https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>). Access will create opportunities to raise environmental awareness in users of the areas.
9. The issue of coastal access is also set out in the National Planning Policy Framework (S73 and S114) which states ‘access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the

health and well-being of communities.’ It also notes that local planning authorities should ‘improve public access to and enjoyment of the coast’.

10. Public access plays an important role in supporting social benefits for local people and visitors to the south west marine plan areas, particularly in support of recreation and tourism. Improved access to the coast through the England Coastal Path Programme led by Natural England is expected to bring significant benefits to local economies and communities, recreational users, and to public health. This policy supports issues identified in the south east and attempts to protect access to estuarine, coastal and marine areas.

#### **Who is this of interest to?**

11. All public authorities including Marine Management Organisation, Natural England, Inshore Fisheries and Conservation Authorities, Planning Inspectorate, The Department for Business, Energy and Industrial Strategy, Joint Nature Conservation Committee, Maritime Coastguard Agency, Environment Agency, Local Planning Authorities, The Department for Digital, Culture, Media & Sport, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, Department for Transport, Ministry of Housing, Communities and Local Government, Seafish, Ministry of Defence, Home Office, Big Lottery Fund, Visit England, tourism promotion agencies, destination management organisations, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency  
Other management plans and landscape designations/ definitions including Dartmoor and Exmoor National Parks Authorities, 12 Areas of Outstanding Natural Beauty’s and Heritage Coasts’ management bodies, and neighbourhood management plans.

#### **How should this policy be applied?**

12. Proposals should demonstrate that they will in order of preference avoid, minimise or mitigate significant adverse impacts of construction, operation and decommissioning on existing public access. Proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a) etc.
13. 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. Established developments should be maintained to a suitable standard to make access available to as wide a range of users as practical.
15. Where this is not possible proposals must outline mitigation such as development of alternative access opportunities off site.
16. Public authorities should assess the potential impacts positive and negative, direct and indirect, permanent and temporary, as well as cumulative impacts on the access. Adverse impacts may include physically excluding access to parts of the marine area at all times or some times of the day or year. It is then necessary to confirm that the proposal will (in order of preference): not adversely impact on public

access or have minimal adverse effects - this may be due to there being no rights of public access to the proposed site or through scope to provide for public access at certain times.

17. 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 impacts on public access
18. The issues presented in managing access are significant, contributing policies have been developed to consider potential impacts on marine protected areas, ecosystem goods and services, haul outs, breeding colonies, feeding grounds and on highly mobile species.
19. Construction should show evidence of regard for environmental implications in particular those on seasonal species such as over wintering birds or other migratory species. Construction should be undertaken where it does not impact on important wildlife features.

### **Signposting**

20. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - [The Marine Policy Statement](#)
  - [National Planning Policy Framework](#)
  - [Sport England Strategy](#)
21. Local authorities (districts, unitary authorities, and counties) set out locally specific plans for activities that enable diversification of economic activity through measures in related statutory plans:
  - [Gloucestershire Development Plan](#)
  - [South Gloucestershire Development Plan](#)
  - [Bristol Development Plan](#)
  - [North Somerset Development Plan](#)
  - [Somerset Development Plan](#)
  - [North Devon and Torridge Development Plan](#)
  - [Cornwall Development Plan](#)
  - [Plymouth Development Plan](#)
  - [South Hams Development Plan](#)
  - [Torbay Development Plan](#)
22. Existing MIS data
  - T&R, protected landscapes, seascapes, coastal path, ports (re diversification) layers
  - [Local Enterprise Partnerships](#)
23. Further information and guidance that may help in implementing the policy include:
  - Planning and access for disabled people: [a good practice guide](#)
  - Separately from the work of marine planning, Natural England is working on ensuring a right of access around all our open coast of England This right of

access underpins an England coast path. As this is being managed by another agency and principally relates to space above mean high water springs, this should not be a focus for marine planning, though it will increasingly play an important role in how people access the marine area. The development of the path should be highlighted by the plans for consideration by those carrying out activity near the marine area.

Iteration 3 draft

## Policy drafting template SW-ACC-2

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Access	<b>Code</b>	SW-ACC-2

### Policy

#### **SW-ACC-2**

Proposals demonstrating appropriate enhanced and inclusive public access to and within the marine area, and that consider the future provision of services for tourism and recreation activities, will be supported.

#### **What is Access?**

1. Access includes 'physical' access to the marine area to participate in recreational activities, or associated facilities and infrastructure on land to enable and support activities in the marine area (for example, paths, benches, slipways, car parks and marinas). Access also includes 'interpretive' and 'virtual' access that increase awareness and understanding of the marine area. For example interpretation boards, viewpoints, signage, films, literature and web based interpretation tools.

#### **Where does access take place in the south west marine plan areas?**

2. Opportunities for access to the south west marine plan areas are focused around ports, harbours, heritage assets and tourist destinations.
3. The south west marine plan areas have a variety of features providing settings for tourism and recreation. The many sandy beaches and attractive coastlines of the area have long been a draw for visitors for water sports (especially surfing) leading to the growth of towns like Padstow, Hayle, Bideford, Penzance and Falmouth. Weston-Super-Mare, Clevedon, Burnham-on-Sea, Minehead, Ilfracombe, Newquay are traditional seaside resorts.
4. The South west areas have many protected natural areas, the adjoining Exmoor and Dartmoor National Parks, eight AONBs and half of all Heritage Coasts designated in England are in the South west marine plan area. This frequently "natural" seascape, and many maritime warfare heritage assets, makes the coast popular for a variety of activities including bird watching, hiking and cycling.

5. The area has the third highest number of marinas in England, and a large number of RYA cruising routes and sailing areas, that support high levels of sailing and recreational boating. This is particularly dense in areas such as Plymouth Sound. Trips linking destinations on the Welsh and English coasts are popular. Recreational angling is popular in the rivers and estuaries, from the many sandy beaches and using privately owned boats or recreational charters out of harbours like Bideford. The second highest tidal range in the world and the exposure to the Atlantic create a high wave climate important for surfing “hotspots” in the west-facing, windswept exposed beaches such as Hartland, Tintagel and Bude Bay. This is also a popular coastline for walking, climbing, coasteering, kite-surfing, rock-pooling, crabbing, geology study (the area includes part of the East Devon World Heritage Site or “Jurassic Coast”) and painting. More sheltered waters such as Bideford Bay, Taw/Torridge Estuaries, Mount’s Bay and South Cornwall support a variety of water sports. Numerous wrecks in the Bristol Channel and off the south coast, such as HMS Scylla off Whitsand Bay, have led to development of artificial reefs and dive sites.
6. The MMO [Strategic scoping report](#) highlights the importance of fishing activity in the South West Inshore area, which is home to the greatest number of vessels in England (with Newlyn home to 203 vessels in 2011). In 2011, Plymouth was the English port landing the largest quantity of fish (14,000 tonnes) and over the last three to four years, The Crown Estate has granted leases for three shellfish long-line developments in Cornwall as well as an aquaculture lease for a farm in North Devon.

#### **When does access take place in south west marine plan areas?**

7. Access to and within the plan areas takes place throughout the year but depends upon the type of access. Access to Ports and Harbours is continual with seasonal variation according to weather and fishing activity. Both tourism and recreation are subject to seasonal highs and lows throughout the year and across the plan area with higher visitor numbers during the spring and summer months especially around historic buildings and general recreational access to the marine environment however increasingly pressures are being seen all year round features.

#### **Why is access important to the south west marine plan areas?**

8. The High Level Marine Objective to ensure a healthy and just society aims to ensure there is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets. Provision for marine access is essential to enabling the economic and social benefits that will come from the growth of tourism and recreation in the south west marine plan areas and requires proposals to manage impacts on public access to the marine area and contributes to the health and well-being of communities.
9. This policy directly supports requirements in the Marine Policy Statement, it states ‘The provision of slipways, coastal footpaths and ensuring coastal access for example could encourage economic growth and highlights the importance of considering the links between marine and terrestrial plans’ (3.11.5). Provision for marine access is essential for realising the economic and social benefits for the south west marine plan areas. The south west marine plan areas are important for

tourism and recreation and this is predicted to continue to grow over the lifespan of the marine plan according to MMO (2017) Futures analysis for the North East, North West, South East and South West marine plan areas (<https://www.gov.uk/government/publications/futures-analysis-for-the-north-east-north-west-south-east-and-south-west-marine-plan-areas-mmo-1127>). Access will create opportunities to raise environmental awareness in users of the areas.

10. The issue of coastal access is also set out in the National Planning Policy Framework (S73 and S114) which states 'access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.' It also notes that local planning authorities should 'improve public access to and enjoyment of the coast'.
11. Public access plays an important role in supporting social benefits for local people and visitors to the south west marine plan areas, particularly in support of recreation and tourism. Improved access to the coast through the England Coastal Path Programme led by Natural England is expected to bring significant benefits to local economies and communities, recreational users, and to public health. This policy supports issues identified in the south west and attempts to protect access to estuarine, coastal and marine areas.
12. The MMO [Strategic Scoping Report](#) notes that the extent to which people find an area attractive to visit depends heavily on the appearance and health of the marine and coastal environment.

#### **Who is this of interest to?**

13. All public authorities including Marine Management Organisation, Natural England, Inshore Fisheries and Conservation Authorities, Planning Inspectorate, The Department for Business, Energy and Industrial Strategy, Joint Nature Conservation Committee, Maritime Coastguard Agency, Environment Agency, Local Planning Authorities, The Department for Digital, Culture, Media & Sport, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, Department for Transport, Ministry of Housing, Communities and Local Government, Seafish, Ministry of Defence, Home Office, Big Lottery Fund, Visit England, tourism promotion agencies, destination management organisations, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency Other management plans and landscape designations/ definitions including Dartmoor and Exmoor National Parks Authorities, 12 Areas of Outstanding National Beauty' and Heritage Coasts' management bodies, and neighbourhood management plans.

#### **How should this policy be applied?**

14. SW-ACC-2 will make sure that support will be given to proposals such as:
  - physical
  - digital
  - interpretative access
  - signage

which enhances public access to, and within, the marine area, that consider the future provision of services for tourism and recreation activities. Services for tourism and recreation activities may include:

- provision for transportation
- parking
- cycle infrastructure
- public transportation
- accommodation
- catering
- toilet facilities
- jetties
- slipways
- reefs
- and hospitality services

15. Achieving inclusive, and accessible, recreational use requires outcomes where all sectors of society have opportunities for recreational use. It also covers physical and virtual access whereby all have the chance to enjoy and appreciate the marine area in different ways.
16. Policy SW-ACC-2 builds on SW-ACC-1 by requiring proposals to enhance public access. Enhancing public access may include removing unsuitable access in order to improve safety, or accessibility, to the marine area, or to reduce detrimental impacts on other activities. In order to avoid adverse impacts new access needs to consider potential impacts on a number of parameters, including the setting, biodiversity, heritage assets, seascape, existing access, tourism and recreation. Proposals should assess the risk to these and include evidence of any public access related to the proposal area, or elsewhere which it potentially affects. Early engagement with land owners and other relevant parties is strongly recommended.
17. Identifying positive impacts of a proposal does not negate the need to assess adverse impacts in line with relevant legislation. Enhancement is not a substitute for avoidance, protection or mitigation measures.
18. If these criteria cannot be met by a proposal, where it requires an authorisation decision, it will only be authorised if there are relevant considerations in line with the Marine and Coastal Access Act (2009) (Section 58(1)).
19. Public authorities must assess potential impacts, positive and negative, direct and indirect, permanent and temporary, as well as cumulative effects on recreation and tourism activities. Measures to reduce adverse impacts may include restricting access to areas where recreation activities take place, reducing the length of the season within which tourists may visit a natural or historic heritage attraction, or any actual physical impact. Enhancement is not a substitute for avoidance, minimisation or mitigation measures.
20. 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 impacts on public access.

21. The issues presented in managing access are significant. Contributing policies have been developed to consider potential impacts on marine protected areas, ecosystem goods and services, and on highly mobile species.
22. Construction should show evidence of regard for environmental implications in particular those on seasonal species such as over wintering birds or other migratory species.

### **Signposting**

23. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - [The Marine Policy Statement](#)
  - [National Planning Policy Framework](#)
  - [Sport England Strategy](#)
  - [Water Framework Directive](#)  
Local authorities (districts, unitary authorities, and counties) set out locally specific plans for activities that enable diversification of economic activity through measures in related statutory plans
  - [Gloucestershire Development Plan](#)
  - [South Gloucestershire Development Plan](#)
  - [Bristol Development Plan](#)
  - [North Somerset Development Plan](#)
  - [Somerset Development Plan](#)
  - [North Devon and Torridge Development Plan](#)
  - [Cornwall Development Plan](#)
  - [Plymouth Development Plan](#)
  - [South Hams Development Plan](#)
  - [Torbay Development Plan](#)
24. Existing MIS data
  - T&R, protected landscapes, seascapes, coastal path, ports (re diversification) layers
  - [Local Enterprise Partnerships](#)
  - [Destination Management Plans](#)
25. Further information and guidance that may help in implementing the policy include:
  - Planning and access for disabled people: [a good practice guide](#)
  - Separately from the work of marine planning, Natural England is working on ensuring a right of access around all our open coast of England This right of access underpins an England coast path. As this is being managed by another agency and principally relates to space above mean high water springs, this should not be a focus for marine planning, though it will increasingly play an important role in how people access the marine area. The development of the path should be highlighted by the plans for consideration by those carrying out activity near the marine area.

Plan area	South West		
Grouping	Defence		
Related High Level Marine Objectives (HLMO).	<b>Ensuring a strong, healthy and just society</b> Use of the marine environment will recognise, and integrate with, defence priorities, including the strengthening of international peace and stability and the defence of the UK and its interests.		
Other relevant policies	SW-CO-1 SW-GOV-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-DEF-1

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	Use of the marine environment will recognise, and integrate with, defence priorities, including the strengthening of international peace and stability and the defence of the UK and its interests.
<b>Grouping</b>	Defence	<b>Code</b>	SW-DEF-1

### Policy

#### SW-DEF-1: Defence

Proposals in or affecting Ministry of Defence areas should only be authorised with agreement from the Ministry

#### What is defence?

1. The Ministry of Defence has the primary role of providing defence and security to the people of the UK and overseas territories. Within UK waters in peacetime, military activities are comprised of operational, practice and training activities, routine patrolling, transporting equipment and personnel in and out of the country, and communications including using radar.
2. There are a high number of defence activities and estates in the south west marine plan areas. Marine infrastructure can affect their continuity or future use. SW-DEF-1 will avoid conflict between defence activities and new proposals within the plan areas. It will ensure that defence interests are not impeded

#### Where is defence in the south west marine plan areas?

3. The south west marine plan areas includes almost 130,000 sq km of military practice and exercise areas. This contains an extensive complex of danger and exercise areas that are used for military training involving shipping and aircraft engaged in firing activities where access is prohibited when firing or other activities are taking place. In addition, there are a number of coastal sites with associated danger and exercise areas used for firing ranges and ordnance disposal including defence maritime navigational interests.
4. The largest Naval Base in western Europe and home to the Royal Navy in the South West, Devonport has been supporting the Royal Navy since 1691. The vast site covers 940 acres and has 10 operational dry docks, 3.5 miles of waterfront, 15 tidal berths and five basins. Devonport is home to Britain's amphibious ships, the Anti-Submarine Warfare Frigates and the Hydrographic Survey Vessels, while remaining the training hub of the front-line Fleet, through Flag Officer Sea Training (FOST). The base employs approximately 11,000 service personnel and civilians, rising to more than 16,000 in the local region (direct and indirect), supporting numerous local firms while generating 14.1% of Plymouth's economic output. There are typically over 5,000 ship movements annually.

### **When does defence take place in the south west marine plan areas?**

5. Areas identified military practice and exercise areas are used regularly for training and exercise purposes across all marine plan areas.
6. Defence activities that use the marine environment, directly or indirectly, in support of operational capability are diverse but include operational vessels and aircraft, HM naval bases, surface and sub-surface navigational interests, underwater acoustic ranges, maritime and amphibious exercises, coastal training, test and evaluation ranges. [Marine Policy Statement \(3.2.4\)](#).

### **Why is defence important to the south west marine plan areas?**

7. Marine and land-based Ministry of Defence activities are of national importance. There is a prevalence of defence activities and estates in the south west marine plan areas. Marine infrastructure may have a cumulative or individual effect on their continuity or future use.
8. This policy will avoid conflict between defence activities using the marine environment, and new licensable marine activities within the plan areas. It will make sure that defence interests are not impeded.
9. This policy supports the need for defence activities to take place within the south west marine plan areas for the purpose of national security.

### **Who is this of interest to?**

10. Applicants or proponents in shaping and influencing what they may wish to do where and how they may wish to do it
11. All public authorities including MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local, Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency

### **How should this policy be implemented?**

12. The Ministry of Defence should be consulted in all circumstances to verify whether defence interests will be affected and make sure that national defence capabilities and interests are not compromised [Marine Policy Statement \(3.2.9\)](#). Permission from the Ministry of Defence is needed for any proposals that will have an adverse impact on defence activities in or affecting Ministry of Defence areas.
13. If the Ministry of Defence objects to a proposal the development or activity will not be authorised.
14. Public authorities should take full account of the individual and cumulative effects of marine infrastructure on both marine and land-based Ministry of Defence interests.

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 impacts on Ministry of Defence areas.
16. This policy adds clarity to existing national policy [National Planning Policy Framework \(Section 164\)](#) and the [Marine Policy Statement \(3.2.9\)](#) by identifying Ministry of Defence areas (some regulated by byelaws) within the marine plan areas (see figure XX). It also clarifies the application process and encourages early intervention in dealing with potential issues or conflicts. It confirms that proposals within Ministry of Defence areas will not be authorised without appropriate approval from the Ministry of Defence.

### **Signposting – defence**

17. Existing measures which relate to, and may contribute to the achievement of this policy include:
- [Marine Policy Statement \(3.2\)](#) (SW-DEF-1)
  - [National Planning Policy Framework](#) (Section 11 and Section 7) (see box 3)
  - [National Security Strategy and Strategic Defence and Security Review 2015](#)

Plan area	South West		
Grouping	Employment		
Related High Level Marine Objectives (HLMO).	<p><b>Ensuring a strong, healthy and just society</b>  The use of the environment is benefitting society as a whole, contributing to resilient and cohesive communities that we can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.</p> <p>There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.</p>		
Other relevant policies	SW-CO-1 SW-GOV-1		
Are these policies consistent across other plan areas?	<b>NW</b>	<b>NE</b>	<b>SE</b>

## Policy drafting template SW-EMP-2

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	The use of the marine environment is benefiting society as a whole, contributing to resilient and cohesive communities that can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.
<b>Grouping</b>	Employment – Growth and Skills	<b>Code</b>	SW-EMP-2

### Policy

#### SW-EMP-2

Proposals resulting in a net increase to marine related employment will be supported, particularly where the proposals are in line with the skills available in and adjacent to the south west marine plan areas.

#### What are sector/activity?

1. A net increase in employment is the additional employment benefit achieved by developments or activities, after accounting for any negative impacts on other activities or developments, especially where employment can be accessed by those in localities close to the south west marine plan areas.
2. Marine activities have an influence on employment throughout the marine area. This can be a direct effect for example fisheries employment or indirect for example associated tourism employment. The influence of marine activities on employment may extend beyond the coast into communities not traditionally associated with marine employment. This may be through increased visitors numbers, seasonal employment or industries that support marine activities.
3. The South West is an important region for tourism and recreation, fisheries, aggregate extraction, nuclear power, renewable generation, subsea cables, ports and shipping and Naval operations.
4. The region is a very busy tourist destination served by a number of national and international airports. Half of all trips to the South West are [to the seaside](#), highlighting the significance of marine activities to this sector. The South West Marine Plan Area borders the Welsh National Marine Plan Area, groups such as the [Severn Estuary Partnership](#) provide opportunities for cross-plan cooperation.
5. The Marine Policy Statement (2.5.3) highlights employment benefits not only from current interests such as fishing and port activity, but also the role of emerging industries such as the renewable energy sector. It also highlights the role of the marine ecosystem in providing economic and social benefits, both nationally and for

local communities (2.5.5). National plans such as the Plan for Growth highlight the need to increase employment and re-structure it away from the public sector. Employment also has social benefits, as those in work benefit from improved health and well-being. This approach supports government aspirations such as those set out in the 25 Year Environment Plan, Clean Growth Strategy, Industrial Strategy and the Education and Employment Strategy.

6. The Marine Policy Statement also recognises the value of existing developments and activities and the characteristics of the marine plan areas, which may not always fit with projects that bring employment opportunities. Employment is not the only consideration in decision-making and should be used appropriately. For some projects direct employment impact may be minimal, but indirect employment impact may be significant (enabling economic activity rather than generate economic benefit itself), or they may achieve other outcomes, such as environmental or social benefits; these should also be considered.

#### **Where are sector/activity in the south west marine plan areas?**

7. The South West Marine Area encompasses an extensive coastline which is home to a variety of marine related activities. Avonmouth is a key port in the region and an important hub for the South West's trade network. Hinkley Point is a nuclear power station in the region and home to the UK's first new generation of nuclear power plants. Investment in the new nuclear power stations is forecast to [secure 25,000 new employment opportunities](#). Brixham is the traditional home of a significant fishing fleet, which remains active in the region. Fisheries remain an important aspect of coastal life throughout the region.
8. Devonport and Plymouth have historic Naval links and the armed forces remain crucial to the economy of the region. There are several Universities in the South West with departments specialising in marine related activities, notably in Plymouth, Falmouth, Exeter and Bristol.

#### **When does sector/activity take place in south west marine plan areas?**

9. Tourism related employment can often be very seasonal, peaking in the summer months however other marine activities such as shipping continue throughout the year. Fisheries may follow seasonal trends in stocks and breeding cycles.

#### **Why is sector/activity important to the south west marine plan areas?**

10. SE-EMP-2 encourages public authorities to consider the long-term employment benefits of a proposal and how the required skills equate to those of the plan area. It enables maximum sustainable activity, prosperity and opportunities for all, now and in the future.
11. Various communities rely on the economic benefits of marine activities. There is significant employment reliant upon offshore energy and subsea cabling. Ports and shipping and fisheries remain important for communities along the coast and there is significant tourism related employment in the South West Marine Plan Area.
12. The south west marine plan areas are an important area for fisheries, with the second highest volume and value of landings in the UK (by UK vessels) after

Scotland. The two main landing ports in England are Plymouth and Newlyn, which in 2015 landed 13,000 tonnes (£15 million) and 12,000 tonnes (£22 million) respectively. The region also includes a number of smaller active fishing ports spread along the coast.

13. Increased spatial pressures can force market locations such as a renewable energy training facility out of the plan areas, removing economic and employment benefits. Appropriately planned and sited development and associated supply chains can help encourage investment and stimulate demand for marine products and services. In turn, investment can create job opportunities which bring primary and secondary socio-economic benefits through improved levels of employment and spending of wages, which may be particularly important to areas currently experiencing deprivation. Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south west marine plan areas.
14. This policy adds value to existing national policy. It encourages public authorities to consider the additional employment benefits of a proposal and it allows further consideration of the potential for these employment opportunities to be transferred to areas close to the north west marine plan areas.

#### **Who is this of interest to?**

1. All public authorities (including MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Welsh Government).
2. Potential applicants or proponents, covering a range of sectors potentially marine related employment, including (but not limited to) subsea cabling, aquaculture, renewable energy, aggregate extraction, dredging, and tourism and recreation.
3. Other management plans and landscape designations/definitions including National Parks, AONBs and Heritage Coasts, neighbourhood management plans.

#### **How should this policy be applied?**

15. Proposals should be supported if they can show that they will contribute to the development of skills relating to marine activities. Proposals should take into account and work alongside local skills strategies where possible
16. Proposals should demonstrate where employment opportunities can be identified for new and existing marine activities within the south west marine plan areas. This should be proportional to the size of the proposal. Proposals that are not of sufficient size to meet the policy requirements should outline reasons why. For example, proposals by small/medium enterprises to support the development and generation of renewable energy may lead to a net increase in employment, but may be unable to source labour from the local labour pool.
17. Public authorities can use the Marine Management Organisation report Maximising the socio-economic benefits of marine planning for English coastal communities, to

understand the employment needs and social issues of areas within, and bordering, the south west marine plan areas, and consider them in decision-making.

18. The Marine Policy Statement (2.5.2) has a presumption in favour of sustainable development and states, 'Properly planned developments can provide environmental and social benefits as well as drive economic development'. This means that, although there is a presumption in favour of economic benefits, proposals should not be approved if there are compelling environmental or social reasons not to do so. This policy applies to all new proposals, be they for continuation of existing interests or relating to new activity.
19. 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 impacts on achieving a net increase to marine related employment.

### **Signposting**

20. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - [Education and Employment Strategy 2018](#)
21. Further information and guidance that may help in implementing the policy include:
  - [Visit England- South West](#)
  - [OECD- Employment and Skills Strategies in England](#)
  - [UKTI-UK Marine Export Strategy](#)
  - [MMO 1127: Futures Analysis](#)
  - [MMO- Strategic Scoping Report 2013](#)
  - [The Bristol Port Company](#)
  - [EDF Energy](#)
  - [Welsh National Marine Plan](#)
  - [Cornwall and Isles of Scilly Employment and Skills Strategy 2016-2030](#)
  - [Devon and Severn IFCA](#)
  - [Cornwall IFCA](#)
  - [Severn Estuary Partnership](#)

## Policy drafting template SW-EMP-4

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Employment	<b>Code</b>	SW-EMP-4

### Policy

#### **SW-EMP-4**

Public authority functions related to employment and skills development must take account of current and future marine activities.

### What is employment?

1. A net increase in employment is the additional employment benefit achieved by developments or activities, after accounting for any negative impacts on other activities or developments, especially where employment can be accessed by those in localities close to the south west marine plan areas.
2. Marine activities have an influence on employment throughout the marine area. This can be a direct effect for example fisheries employment or indirect for example associated tourism employment. The influence of marine activities on employment may extend beyond the coast into communities not traditionally associated with marine employment. This may be through increased visitors numbers, seasonal employment or industries that support marine activities.
3. The South West is an important region for tourism and recreation, fisheries, aggregate extraction, nuclear power, renewable generation, subsea cables, ports and shipping and Naval operations.
4. The Marine Policy Statement (2.5.3) highlights employment benefits not only from current interests such as fishing and port activity, but also the role of emerging industries such as the renewable energy sector. National plans such as the Plan for Growth highlight the need to increase employment and re-structure it away from the public sector. Employment also has social benefits, as those in work benefit from improved health and well-being. This approach supports government aspirations such as those set out in the 25 Year Environment Plan, Clean Growth Strategy, Industrial Strategy and the Education and Employment Strategy.
5. The Marine Policy Statement also recognises the value of existing developments and activities and the characteristics of the marine plan areas, which may not always fit with projects that bring employment opportunities. Employment is not the only

consideration in decision-making and should be used appropriately. For some projects direct employment impact may be minimal, but indirect employment impact may be significant (enabling economic activity rather than generate economic benefit itself), or they may achieve other outcomes, such as environmental or social benefits (such as the development of skills); these should also be considered.

### **Where is employment in the south west marine plan areas?**

6. The South West Marine Area encompasses an extensive coastline which is home to a variety of marine related activities. Avonmouth is a key port in the region and an important hub for the South West's trade network. Hinkley Point is a nuclear power station in the region and home to the UK's first new generation of nuclear power plants. Investment in the new nuclear power stations is forecast to [secure 25,000 new employment opportunities](#). Brixham is the traditional home of a significant fishing fleet, which remains active in the region. Fisheries remain an important aspect of coastal life throughout the region.
7. Devonport and Plymouth have historic Naval links and the armed forces remain crucial to the economy of the region. There are several Universities in the South West with departments specialising in marine related activities, notably in Plymouth, Falmouth, Exeter and Bristol.

### **When does employment take place in south west marine plan areas?**

8. In many parts of the south west marine plan area employment is linked to tourism. Tourism related employment can often be very seasonal, peaking in the summer months however other marine activities such as shipping continue throughout the year. Therefore proposals that extend that employment season and/or offer complementary seasonal employment could be one way of applying this policy.

### **Why is employment important to the south west marine plan areas?**

9. Marine related employment is important to the South West as it directly contributes to many communities across the marine plan area. Appropriately planned and sited developments and associated supply chains can help encourage investment and stimulate demand for marine products and services. In turn, investment can create job opportunities which bring primary and secondary socio-economic benefits through improved levels of employment and spending of wages, which may be particularly important to areas currently experiencing deprivation.
10. The region is a very busy tourist destination served by a number of national and international airports. Half of all trips to the South West are [to the seaside](#), highlighting the significance of marine activities to this sector. The South West Marine Plan Area borders the Welsh National Marine Plan Area, groups such as the [Severn Estuary Partnership](#) provide opportunities for cross-plan cooperation. This policy encourages public authorities to consider the additional employment benefits of carrying out their functions and it allows further consideration of the potential for these employment opportunities to be transferred to areas close to the south west marine plan areas

## Who is this of interest to?

1. All public authorities (including MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Welsh Government).
2. Potential applicants or proponents, covering a range of sectors potentially marine related employment, including (but not limited to) subsea cabling, aquaculture, renewable energy, aggregate extraction, dredging, and tourism and recreation.
3. Other management plans and landscape designations/definitions including National Parks, AONBs and Heritage Coasts, neighbourhood management plans.

## How should this policy be applied?

11. Public Authorities must take into account marine activities with specific regard to related employment and skills in proposals and activities within the Marine Plan Area.
12. Public authorities must consider adverse impacts on employment and skills development opportunities when exercising their functions, including decision-making. Public authorities should also consider cumulative, combined or synergistic effects which their activities, authorisations or consents may have. Public authorities should make decisions in line with local skills strategies.
13. 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 impacts on current and future marine activities.

## Signposting

14. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - [Education and Employment Strategy 2018](#)
15. Further information and guidance that may help in implementing the policy include:
  - [Visit England- South West](#)
  - [OECD- Employment and Skills Strategies in England](#)
  - [UKTI-UK Marine Export Strategy](#)
  - [MMO 1127: Futures Analysis](#)
  - [MMO- Strategic Scoping Report 2013](#)
  - [The Bristol Port Company](#)
  - [EDF Energy](#)
  - [Welsh National Marine Plan](#)
  - [Cornwall and Isles of Scilly Employment and Skills Strategy 2016-2030](#)
  - [Devon and Severn IFCA](#)
  - [Cornwall IFCA](#)

- [Severn Estuary Partnership](#)

Iteration 3 draft

Plan area	South West		
Grouping	Fisheries		
Related High Level Marine Objectives (HLMO).	<p><b>Ensuring a strong, healthy and just society</b></p> <p>There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.</p>		
Other relevant policies	SW-CO-1 SW-GOV-1 SW-AQ-1 SW-AQ-2 SW-BIO-3 SW-BIO-4		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>

## Policy drafting template SW-FISH-1

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Fisheries B	<b>Code</b>	SW-FISH-1

### Policy

#### SW-FISH-1

Proposals supporting a sustainable fishing industry, including the industry's diversification and or enhanced resilience to the effects of climate change, should be supported.

#### What is sustainable fishing?

1. A sustainable fishing industry is reliant on many factors including environmental, social and economic. For example, environmental factors include healthy fish stocks, and appropriate weather and sea conditions to allow fishing. Social factors include a supply of labour to work on vessels and in the subsequent supply chains, and customers to purchase the fish. Economically, the industry's operating costs need to be affordable to allow fishing to continue into the future.<sup>1</sup>
2. One particular challenge affecting the fishing industry's sustainability is climate change. Climate change is expected to increase storminess and water temperatures. Storminess (for example increased wave heights, strong winds) reduces the number of days at which vessels can safely operate at sea. This is particularly during winter months when storms are more prevalent. Water temperature increases may alter the distribution and movement of fish species, meaning some species that an industry relies on may reduce in numbers, whilst different species may become more prevalent. Some challenges often present a greater risk for smaller vessels, who are less able to fish in stormy seas. Smaller vessels are also more restricted in the distance they can travel, meaning they are less able to adapt to changes in fish distributions than larger vessels with a greater range.
3. Diversification is one way fishing industry sustainability can be increased. Diversification includes changes within the fishing sector, for example new fishing techniques and gear that alter how or what species are targeted, or within the fish

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<sup>1</sup> Fishing industry sustainability is managed in multiple ways (of which marine planning is one). Another mechanism, separate to marine planning, is the Common Fisheries Policy, which provides the main framework for managing fishing activity in EU waters.

processing and value chain for example direct sales, or marketing that adds value to fish products.

4. Diversification also includes the industry undertaking multiple activities. For example, in addition to generating income from fishing, complementary activities such as tourism, can represent diversification into other sectors. Strategic integrated marine and terrestrial planning can increase coherence and synergies, and encourage new local markets through attracting tourists that enable diversification.
5. Climate change resilience refers to the ability of the fishing industry to withstand and recover from the effects of climate change, and so support its sustainability<sup>2</sup>. Enhancing resilience includes considering the fishing techniques and gear used, the type of vessels and also shoreside infrastructure.<sup>3</sup> Fisheries are also dependent on a healthy ecosystem to provide habitats and support for fish (including the south west marine area's estuarine environments). Environmental resilience is therefore part of ensuring resilience of the fishing industry.
6. Fishing industry sustainability can be increased through other means (in addition to diversification and climate change resilience), for example proposals that encourage or promote a wider range of seafood to customers. An increase in demand from customers, and / or the customer base for seafood provides greater security for the industry, because there is a greater demand for the food it provides. This in turn contributes to the industry's sustainability.

#### **Where does fishing occur in the south west marine plan areas?**

7. The south west marine plan areas are an important area for fisheries, with the second highest volume and value of landings in the UK (by UK vessels) after Scotland.<sup>4</sup> The two main landing ports in England are Plymouth and Newlyn, which in 2015 landed 13,000 tonnes (£15 million) and 12,000 tonnes (£22 million) respectively<sup>5</sup>. The region also includes a number of smaller active fishing ports spread along the coast.
8. A variety of mobile and static gear is used to target a wide range of species of pelagic fish (e.g. mackerel, herring, sardines), demersal fish (monkfish, sole, hake) and shellfish (crab, lobsters and scallops). The majority of landings are taken by 10m and over vessels, but under 10 metre vessels also land significant volumes and values of fish and shellfish. Landings by 10 metre and over vessels are dominated by demersal fish, but shellfish are also significant and there are sizeable landings of pelagic species. The under 10 metre landings include demersal, pelagic and shellfish species. The region's estuaries also support wild populations of native oysters.

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<sup>2</sup> Definition adapted from US Climate Resilience Toolkit (accessed 7 August 2018).

<https://toolkit.climate.gov/content/glossary>

<sup>3</sup> MMO1077: Potential spatial effects of climate change in the South and East Marine Plan Areas (accessed 7 August 2018). <https://www.gov.uk/government/publications/potential-spatial-effects-of-climate-change-in-the-south-and-east-marine-plan-areas-mmo1077>

<sup>4</sup> MMO 2017: Futures analysis for the north east, north west, south east and south west marine plan areas.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/650895/Futures\\_analysis\\_for\\_the\\_North\\_East\\_North\\_West\\_South\\_East\\_and\\_South\\_West\\_marine\\_plan\\_areas\\_MMO\\_1127\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/650895/Futures_analysis_for_the_North_East_North_West_South_East_and_South_West_marine_plan_areas_MMO_1127_.pdf)

<sup>5</sup> A third port, Brixham, is located in the adjacent South Plan area and landed 12,000 (£23 million) tonnes fish and shellfish in 2015. Many Brixham vessels fish in the South West Marine Plan Areas.

9. The Marine Climate Change Impacts Partnership describes evidence relating to the anticipated effects of climate change on UK fisheries.<sup>6</sup> Climate change projections predict warming seas and increased acidification around the UK. These changes will affect many fisheries, particularly in the south west marine area's mixed fishery. These changes will include the distribution and extent of fish populations, although it is challenging to say exactly what fisheries will be affected and in what way in the south west marine plan areas. Some species will be less affected. Others, for example crab, which prefers a narrow range of water temperatures meaning they are highly susceptible to the impacts of warming waters, will be more affected by climate change.

#### **When does fishing take place in the south west marine plan areas?**

10. This policy focusses on supporting the long-term sustainability of the fishing industry. By promoting activities that increase sustainability (including diversification and climate change resilience), this policy should help provide the fishing industry with the flexibility and support necessary for adaptation. Whilst the fishing sector operates throughout the year, some of the sustainability challenges are more pertinent at specific times of year. Storminess is one such example, with a greater number of storms during the winter limiting fishing activity compared to the calmer summer months. Tourism, which can provide some of the diversification opportunities described above, is generally focussed during the summer months. Winter is therefore a time when the fishing industry requires greater support.

#### **Why is supporting a sustainable fishing industry important to the south west marine plan areas?**

11. In the south west marine plan areas, supporting a sustainable fishing industry is important because it helps provide employment in some communities where there may be a lack of alternative work. Promoting diversification can help support sustainability of the fishing industry in the south west marine plan areas by allowing flexibility for businesses to expand into other sectors. Diversifying into other sectors (for example fishing for alternative species, or expanding into other sectors such as tourism) can help support a core fishing industry to continue operating into the future. This would ensure the fishing industry remains part of the local identity and culture in the south west marine plan areas.
12. Encouraging the local fishing industry's adaption to climate change can help promote its sustainability. Climate change has significant potential to affect the sustainability of fisheries in the south west marine plan areas. This includes altering the availability and growth rates of specific fish populations as they redistribute according to temperature preferences. Climate change may also present new opportunities, especially for species in which growth or distribution is currently limited by temperature, and result in loss of some existing fisheries. Climate change may also significantly alter the location of essential habitat, particularly spawning, nursery and feeding areas due to environmental and oceanographic change.

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<sup>6</sup> Marine Climate Change Impacts Partnership: Science Review, 2017. Pinnegar J, Garrett A, Simpson S, Engelhard G and van der Kooij J. Fisheries. Available online at [http://www.mccip.org.uk/media/1767/2017arc\\_sciencereview\\_007\\_fis.pdf](http://www.mccip.org.uk/media/1767/2017arc_sciencereview_007_fis.pdf) (accessed 5 October 2018).

13. The ability to maintain a viable sustainable fleet of smaller fishing vessels operating in the south west marine plan areas is important for the future of traditional fishing communities in this area. Predicted increases in unsettled weather under predicted climate change scenarios represent an operational challenge for such smaller vessels, while restricted ranges limit the ability of a fleet from a particular port to adjust to stock distribution changes.<sup>7</sup>

#### **Who is this of interest to?**

14. The following three groups should be aware of this policy, and the organisations in (1) and (2) below should apply the policy:

1. All public authorities (including MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency).
2. Potential applicants or proponents, covering a range of sectors relevant to the fishing sector, including (but not limited to) subsea cabling, aquaculture, renewable energy, aggregate extraction, dredging, and tourism and recreation.
3. The fishing sector (including fishing associations, producer organisations and individuals), may wish to be aware of and respond to consultations for specific activities within the south west marine areas. Contact the Marine Licensing team ([marine.consents@marinemanagement.org.uk](mailto:marine.consents@marinemanagement.org.uk)) for details of how to apply to register as a consultee.

#### **How should this policy be applied?**

15. Where a proposal demonstrates support for the sustainable fishing industry of the south west marine plan areas, decision-makers should support it. Proposals should also demonstrate that they have consulted with the fishing industry during the early stages of project development to enable understanding of industry requirements, and identify where they can support its sustainability. This may include providing the flexibility and opportunity for the fishing industry to diversify into other business areas. This may also include supporting the industry to adapt to the impacts of climate change, so they are more resilient to challenges such as increased storminess reducing fishing opportunities, and lack of alternative employment. Whilst many of these challenges occur year round, winter is a time when they may be particularly pertinent to the fishing sector (in particular smaller vessels because they are more limited by the weather and sea state than larger vessels). Proposals should therefore also demonstrate whether support for the fishing industry occurs year-round or at specific times.

16. Public authorities should consider the implications and impacts of proposals on fishing industry sustainability, including its diversification and resilience to the effects

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<sup>7</sup> For details of climate change scenarios see publications from the Intergovernmental Panel on Climate Change: <http://www.ipcc.ch/>

of climate change in developing local plans and in decision-making. Considerations could include but are not limited to:

- local plans and employment strategies
- how proposals might benefit or impact infrastructure provision, including onshore processing facilities for novel species that move into the south west marine plan areas with changing sea temperature
- bring complementary skills or employment opportunities, or open up opportunities outside of the fishing industry, for example as guard ship vessels, undertaking surveys or within the tourism sector
- altering when and where fishing can occur and therefore potential ability to adapt
- support technological advances in monitoring, and where possible, offer opportunities for better management of fisheries

17. 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 impacts on support for a sustainable fishing industry.

### **Signposting**

18. Fisheries management is achieved via a range of measures separate to marine planning, such as IFCA and MMO byelaws.

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

- [Common Fisheries Policy](#)
- Fisheries Liaison Plans (voluntary or required)
- MMO and IFCA byelaws
- [Economics of Climate Resilience Natural Environment Theme: Sea fish CA0401. Defra, 2013](#)
- [European Fisheries Areas Network Guides](#)
- [European Maritime and Fisheries Fund](#)

## Policy drafting template SW-FISH-2

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Fisheries B	<b>Code</b>	SW-FISH-2

### Policy

#### SW-FISH-2

Proposals that may have significant adverse impacts on access to or within aquaculture sites, or fishing activities, must 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 the significant adverse impacts, proposals should state the case for proceeding.

#### What is access to aquaculture sites and fishing activities?

1. Fishing refers to the wild capture of finfish and shellfish. 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. Access for fisheries and aquaculture includes physical access to resource sites such as viable aquaculture areas, and the wider ability to undertake activities including travel to and from, shoreside facilities (such as processing, storage and distribution) and onward sale to the customer. Reduced or prevented access to aquaculture sites may result from physical obstruction, for example, the presence of structures at sea or on the sea floor, closed areas resulting from other uses and loss of access through transit restrictions or poor provisioning of berthing or landing infrastructure. Similarly, access to fishing opportunities relies on vessels being able to safely and efficiently navigate to and from their home port.

#### Where does fishing and aquaculture take place in the south west marine plan areas?

3. Fishing takes places throughout the south west marine plan areas. The inshore area extends from the River Dart (Devon), to the limit of tidal influence in the River Severn. It covers 2,000 kilometres of coastline and 16,000 square kilometres of sea. The offshore area extends from 12 nautical miles out to the limit of the Exclusive

Economic Zone, and covers 68,000 square kilometres of sea. Fishing takes place from close to shore out to (and beyond) the limits of the offshore plan area. The main ports in the south west marine plan areas are Newlyn and Plymouth. The region also includes many smaller active fishing ports spread along the coast.

4. Aquaculture sites include estuaries in the inshore area, for example the Fal, Helford, Camel and Severn, where species such as Pacific oyster, native oyster and mussels are cultivated.

#### **When does fishing and aquaculture take place in the south west marine plan areas?**

5. Commercial fishing takes place throughout the year. There is a seasonality in the distribution and life-cycle of some fish and shellfish species, and a corresponding seasonality to commercial fishing activities as different species are targeted at different times of year. Aquaculture also takes place year-round, but again has a seasonality as some species are harvested at a particular time of year (e.g. native oysters are traditionally harvested from September to April<sup>1</sup>).

#### **Why is access to fishing and aquaculture important to the south west marine plan areas?**

6. The Marine Policy Statement (3.8.7 and 3.9.2) identifies the value of prosperous, efficient and effective sustainable fishing and aquaculture industries in providing 'social, cultural and economic benefits to often fragile coastal communities' including reduction in emigration and maintenance of traditions, culture and identity. Fish are an important part in the delivery of UK food security, with aquaculture making an important and growing contribution.
7. The south west marine plan area is an important area for fisheries, with the second highest volume and value of landings in the UK (by UK vessels) after Scotland.<sup>2</sup> The two main landing ports in England are in the south west marine plan areas: Plymouth and Newlyn, which in 2015 landed 13,000 tonnes (£15 million) and 12,000 tonnes (£22 million) respectively<sup>3</sup>.
8. A variety of mobile and static gear is used to target a wide range of species of pelagic fish (for example mackerel, herring, sardines), demersal fish (monkfish, sole, hake) and shellfish (crab, lobsters and scallops). The majority of landings are taken by 10m and over vessels, but under-10m vessels also land significant volumes and values of fish and shellfish. Landings by 10m and over vessels are dominated by demersal fish, but shellfish are also significant and there are sizeable landings of pelagic species. The under-10m landings include demersal, pelagic and shellfish

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<sup>1</sup> Seafish Native Oyster Cultivation. Available at: [http://www.seafish.org/media/Publications/Native\\_Oyster\\_Cult\\_Leaflet.pdf](http://www.seafish.org/media/Publications/Native_Oyster_Cult_Leaflet.pdf) (accessed 11 October 2018).

<sup>2</sup> MMO 2017: Futures analysis for the north east, north west, south east and south west marine plan areas. [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/650895/Futures\\_analysis\\_for\\_the\\_North\\_East\\_\\_North\\_West\\_\\_South\\_East\\_and\\_South\\_West\\_marine\\_plan\\_areas\\_\\_MMO\\_1127\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/650895/Futures_analysis_for_the_North_East__North_West__South_East_and_South_West_marine_plan_areas__MMO_1127_.pdf)

<sup>3</sup> A third port, Brixham, is located in the adjacent south marine area and landed 12,000 (£23 million) tonnes fish and shellfish in 2015. Many Brixham vessels fish in the south west marine plan areas.

species. The region's estuaries also support wild populations of native oysters. Aquaculture (for example mussels and oysters) is also an important industry in the south west marine plan areas, with production sites based along the coastline and estuaries, supplying domestic and international markets.

9. The fisheries and aquaculture sectors are reliant on safe and effective sites to land their catch. Once onshore, processing and logistics businesses in the south west region ensure the distribution and supply of fish and shellfish to local, national and international markets. These businesses are reliant on an efficient transport network.
10. A high number of smaller vessels in the south west marine plan areas, with over 516 vessels under 10m length were registered at Newlyn in 2016m, compared to 69 vessels over 10m length. This high number of small vessels makes the fleet particularly vulnerable to loss of access, displacement and increasing sensitivity to changes in sea use.<sup>4</sup> Shellfish aquaculture is also important in the south west marine plan areas, particularly inshore, supporting diminished wild stocks, for example of native oysters in estuaries such as the Fal. Aquaculture generally is 'a key focus for future development of a sustainable food source'<sup>5</sup>.
11. Reducing or preventing access to fishing sites may redistribute fishing activity from the proposal's footprint. Redistribution of effort can have negative impacts, increasing pressure on other fishing grounds, specific fish stock components like juveniles, or increasing environmental impacts, particularly if displacement is to suboptimal grounds or previously unfished areas. The need to support co-existence is essential in minimising or mitigating the negative impacts of displacement. This policy seeks to limit significant adverse impacts to access. Policies cover not only aquaculture sites (including sites of current and potential aquaculture) and fishing activity, but also the transit routes to and from sites and any berthing/beaching or landing/loading points (see also policy SW-AQ-2). It is not practical to avoid impacts on access across all proposals. Consequently, policy SW-FISH-2 slows the rate of access loss, whereas policy SW-FISH-3 supports increasing access where practical.
12. Aquaculture is restricted by site suitability for cultured species, and by technical restriction to mainly inshore areas. Therefore proposals that negatively impact access to aquaculture sites directly impact the potential for growth of the sector.

### **Who is this of interest to?**

13. The following three groups should be aware of this policy, and the organisations in (1) and (2) below should apply the policy:
  1. All public authorities (including MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit

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<sup>4</sup> MMO 2017. UK Sea Fisheries Statistics 2016. <https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2016>

<sup>5</sup> HM Government, [Marine Policy Statement](#) (2011; 3.9.2)

England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency).

2. Potential applicants or proponents, covering a range of sectors potentially affecting fishing and aquaculture sector access, including (but not limited to) subsea cabling, aquaculture, renewable energy, aggregate extraction, dredging, and tourism and recreation.
3. The fishing sector (including fishing associations, producer organisations and individuals), may wish to be aware of and respond to consultations for specific activities within the south west marine plan areas. Contact the Marine Licensing team ([marine.consents@marinemanagement.org.uk](mailto:marine.consents@marinemanagement.org.uk)) for details of how to apply to register as a consultee.

### **How should this policy be applied?**

14. Proposals should demonstrate that they will, in order of preference, avoid, minimise or mitigate adverse impacts on aquaculture sites and/or fishing activities – proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a) etc.
15. Where it is not possible to mitigate significant adverse impacts proposals should state the case for proceeding, in addition to setting out 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 which may include, for example, other plans.
16. Proposals will identify potential significant adverse impacts on access. This access relates to both aquaculture, and fishing activities. The Marine Information System provides a data layer which indicate areas of aquaculture activity (lease areas, and bivalve classification areas). This data layer should be used to guide assessment of whether a proposal may have a significant adverse impact on access to aquaculture sites. For fishing activity, identification of impacts and appropriate measures may require consultation with the fishing industry and the preparation of co-existence and fisheries liaison plans, with relevant regulatory bodies identifying issues at scoping stage. For fishing activity, data layers on the Marine Information System are less comprehensive because they do not provide data on smaller vessels. Additionally, areas fished in the future may be different to areas fished in the past, given the mobile nature of fish populations, and anticipated changes to the extent and distribution of fish populations resulting from climate change. As such proposals must provide suitable alternative assessment of impacts as outlined above.
17. Minimising and mitigating significant adverse impacts will vary depending on the proposed activity and whether it affects aquaculture sites or fishing activities. If a proposal involves construction at sea then minimising significant adverse impacts could involve minimising the physical obstruction posed to any nearby aquaculture sites or fishing activities. This could involve consultation with the aquaculture and / or fishing sector to identify the most appropriate navigation routes for construction vessels to and from the site being developed. This would help minimise the impact on fishing activities. For shoreside activities, minimising significant adverse impacts would require proposals to demonstrate an understanding of the aquaculture and /

fishing sector's navigation routes (e.g. for unloading, processing and transporting fish). Proposals would demonstrate measures to minimise significant adverse impacts, for example outlining how the development would minimise physical obstruction to current and planned shoreside fishing and aquaculture processing and distribution activities. More information on what minimisation or mitigation could include for aquaculture and who to consider contacting in pre-application discussions are covered under SW-AQ-1 and SW-AQ-2. Opportunities to minimise or mitigate adverse impact can also include co-location.

18. In determining a proposal, public authorities will take account of a range of relevant considerations including compliance with legislation, regulations and environmental assessment.
19. Public authorities must assess potential significant adverse impacts (direct and indirect, permanent and temporary, as well as cumulative effects) on access to aquaculture sites and fishing activities. Adverse impacts may include restricting access to areas where fishing activities take place, reducing the length of the season within which fishing may take place or any actual physical impact.
20. Public authorities must take into account evidence of consultation with the aquaculture and fishing industries (as appropriate – for example, if a proposal might only have a significant adverse impact on an aquaculture site, then consultation is required with this sector only, and not the fishing sector), the outcome of those discussions and any mitigation required.
21. 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 impacts on access to or within aquaculture sites, or fishing activities.

### **Signposting**

22. Fisheries management is achieved via a range of measures separate to marine planning, such as IFCA and MMO byelaws.
23. Existing measures which relate to, and may contribute to achievement of this policy include:
  - consideration of co-existence and displacement under the Environmental Impact Assessment Directive
  - international maritime law, and in particular the United Nations Convention on the Law of the Sea ([UNCLOS](#)), in relation to safe navigation
  - good practice guidelines promoting co-existence (e.g. [Fisheries Liaison with Offshore Wind and Wet Renewables Group: Recommendations for Fisheries Liaison, Best Practice Guidance for Offshore Renewables Developers](#); [European Subsea Cables Association, Fishing Liaison Guidelines](#)).
  - Common Fisheries Policy
  - Co-existence and Fisheries Liaison Plans (voluntary or required)
  - A summary of requirements relating to marine protected areas

- [Habitats Regulations Assessment](#)
- MMO and IFCA byelaws
- [MGN 543 Safety of navigation: Offshore renewable energy installations](#)

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

- Marine Information System

Iteration 3 draft

## Policy drafting template SW-FISH-3

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Fisheries	<b>Code</b>	SW-FISH-3

### Policy

#### SW-FISH-3

Proposals that enhance access to or within aquaculture sites, or fishing activities, should be supported.

### What is access to aquaculture sites and fishing activities?

1. Fishing refers to the commercial wild capture of finfish and shellfish.<sup>1</sup> 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 plan areas.
2. Access for fisheries and aquaculture includes physical access to resource sites such as viable aquaculture areas, and the wider ability to undertake activities including travel to and from facilities and markets. Enhancing access refers developments that make it more efficient for the operation of the fishing and/or aquaculture sectors. For example, a new port or marina could include additional berthing or landing infrastructure for the fishing and aquaculture sectors to use for unloading their catch and mooring vessels.

### Where does fishing and aquaculture take place in the south west marine plan areas?

3. Fishing takes places throughout the south west marine plan areas. The inshore area extends from the River Dart (Devon), to the limit of tidal influence in the River Severn. It covers 2,000 kilometres of coastline and 16,000 square kilometres of sea. The offshore area extends from 12 nautical miles out to the limit of the Exclusive Economic Zone, and covers 68,000 square kilometres of sea. Fishing takes place from close to shore out to (and beyond) the limits of the offshore plan area. The main

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<sup>1</sup> Recreational fishing is included under the tourism and recreation policies, see policies SW-TR-1 to 6.

fishing ports in the south west marine plan areas are Newlyn and Plymouth. The region also includes many smaller active fishing ports spread along the coast.

4. Aquaculture sites include estuaries in the inshore area, for example the Fal, Helford, Camel and Severn, where species such as Pacific oyster, native oyster and mussels are cultivated.
5. The fisheries and aquaculture sectors are reliant on safe and effective sites to land their catch. Once onshore, processing and logistics businesses in the South West ensure the distribution and supply of fish and shellfish to local, national and international markets. These businesses are reliant on an efficient transport network.

#### **When does fishing and aquaculture take place in south west marine plan areas?**

6. Commercial fishing takes place throughout the year. There is a seasonality in the distribution and life-cycle of some fish and shellfish species, and a corresponding seasonality to commercial fishing activities as different species are targeted at different times of year. This seasonality is species-dependent, and because the south west marine plan areas represent a mixed fishery with many species caught and harvested there is fishing activity year-round.<sup>2</sup>

#### **Why is enhancing access to aquaculture sites and fishing activities important to the south west marine plan areas?**

7. Enhancing access for the fisheries and aquaculture sectors is important for the south west marine plan areas because it contributes to the growth of these sectors. For example a proposal enhancing access could improve port facilities to support mooring, unloading and onward transport of goods. These improvements would increase efficiency for fish and shellfish sector, which would reduce business costs, and contribute to sector growth. Similarly, enhancing access can reduce steaming times to landing facilities, which would reduce fuel costs for vessels and save time, again contributing to increased business efficiencies. These increased efficiencies contribute to supporting local economy for the fisheries and aquaculture sectors. This policy can also support the fisheries and aquaculture sectors in responding to changes resulting from climate change, such as the distribution of fish populations, or species which can be cultivated due to changing environmental conditions.
8. The fisheries and aquaculture sectors are important to the south west marine plan areas, with the second highest volume and value of fish (including shellfish) landings in the UK (by UK vessels) after Scotland.<sup>3</sup> The two main landing ports in England are in the south west marine plan areas: Plymouth and Newlyn, which in 2015 landed

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<sup>2</sup> UK sea fisheries annual statistics report 2017, Marine Management Organisation. Available at: <https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2017> (accessed 10 October 2018).

<sup>3</sup> MMO 2017: Futures analysis for the north east, north west, south east and south west marine plan areas. [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/650895/Futures\\_analysis\\_for\\_the\\_North\\_East\\_\\_North\\_West\\_\\_South\\_East\\_and\\_South\\_West\\_marine\\_plan\\_areas\\_\\_MMO\\_1127\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/650895/Futures_analysis_for_the_North_East__North_West__South_East_and_South_West_marine_plan_areas__MMO_1127_.pdf)

13,000 tonnes (£15 million) and 12,000 tonnes (£22 million) respectively<sup>4</sup>. A variety of mobile and static gear is used to target a wide range of species of pelagic fish (for example mackerel, herring, sardines), demersal fish (monkfish, sole, hake) and shellfish (crab, lobsters and scallops). The majority of landings are taken by 10m and over vessels, but under-10m vessels also land significant volumes and values of fish and shellfish. Landings by 10m and over vessels are dominated by demersal fish, but shellfish are also significant and there are sizeable landings of pelagic species. The under-10m landings include demersal, pelagic and shellfish species. The region's estuaries also support wild populations of native oysters.

9. Aquaculture (for example mussels and oysters) is also an important industry in the south west marine plan areas, with production sites based along the coastline and estuaries, supplying domestic and international markets. The National Lobster Hatchery is based in Cornwall, where juvenile lobsters are reared and released into the wild to support stocks. There is also growing interest in seaweed cultivation within the UK, and the south west marine plan areas provide a diverse range of habitats supporting many wild seaweeds, and with potential for future seaweed aquaculture.<sup>5</sup>
10. The national importance of fisheries and aquaculture sectors is recognised in the Marine Policy Statement (3.8.7 and 3.9.2), which identifies the value of prosperous, efficient and effective sustainable fishing and aquaculture industries in providing 'social, cultural and economic benefits to often fragile coastal communities' including reduction in emigration and maintenance of traditions, culture and identity<sup>6</sup>. Fish are an important part in the delivery of UK food security, with aquaculture making an important and growing contribution. By enhancing access for aquaculture and fisheries sectors in the south west marine plan areas, this policy will also contribute to Seafood 2040, which recognises the opportunity for growth of these sectors.<sup>7</sup> Therefore enhancing access for aquaculture sites and fishing opportunities in the south west marine areas will support national aims.
11. This policy seeks to enhance access where possible. It covers not only the sites of activity (including sites of current and potential aquaculture, and fishing activities), but also the transit routes to and from sites and any berthing/beaching or landing/loading points (see also policy SW-AQ-2). See also policy SW-FISH-2, which aims to reduce adverse impacts of other marine activities to access. It is not practical to avoid impacts on access across all proposals. Consequently, whereas policy SW-FISH-2 slows the rate of access loss this policy, SW-FISH-3, supports enhancing access where practical.

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<sup>4</sup> A third port, Brixham, is located in the adjacent south marine area and landed 12,000 (£23 million) tonnes fish and shellfish in 2015. Many Brixham vessels fish in the south west marine plan areas.

<sup>5</sup> Capuzzo and McKie, 2016. Seaweed in the UK and abroad – status, products, limitations, gaps and Cefas role. Cefas. Available from [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/546679/FC002I\\_Cefas\\_Seaweed\\_industry\\_report\\_2016\\_Capuzzo\\_and\\_McKie.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/546679/FC002I_Cefas_Seaweed_industry_report_2016_Capuzzo_and_McKie.pdf) (accessed 11 October 2018).

<sup>6</sup> HM Government, [Marine Policy Statement](#) (2011)

<sup>7</sup> Seafood 2040. A strategic framework for England. Seafish. Available from: [http://www.seafish.org/media/publications/Seafood\\_2040\\_lo-res\\_050218.pdf](http://www.seafish.org/media/publications/Seafood_2040_lo-res_050218.pdf) (accessed 11 October 2018).

## **Who is this of interest to?**

12. The following three groups should be aware of this policy, and the organisations in (1) and (2) below should apply the policy:
1. All public authorities (including MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency).
  2. Potential applicants or proponents, covering a range of sectors potentially affecting fishing and aquaculture sector access, including (but not limited to) subsea cabling, aquaculture, renewable energy, aggregate extraction, dredging, and tourism and recreation.
  3. The fishing sector (including fishing associations, producer organisations and individuals), may wish to be aware of and respond to consultations for specific activities within the south west marine plan areas. Contact the Marine Licensing team ([marine.consent@marinemanagement.org.uk](mailto:marine.consent@marinemanagement.org.uk)) for details of how to apply to register as a consultee.

## **How should this policy be applied?**

13. Proposals should include proportionate supporting information, illustrating how proposals will enhance access to or within aquaculture sites, and for fishing activities.
14. Where fishing and aquaculture activities occur, proposals should demonstrate that they have assessed the extent to which these activities could operate in the vicinity of the same footprint proposed by the development and considered opportunities to enhance access. The development of co-existence and fisheries liaison plans is one example of how this may be achieved.
15. Opportunities to enhance access can include co-location. This could include developing shared use of landing facilities available to fishing or aquaculture where none were previously present, generating increases in the economic and social potential of such facilities for the local community. Further examples of where co-location can help access particularly for aquaculture can be seen in policy SW-AQ-2.
16. 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 impacts on enhancing access to or within aquaculture sites, or fishing activities.

## **Signposting**

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

- consideration of co-existence and displacement under the Environmental Impact Assessment Directive
- international maritime law, and in particular the United Nations Convention on the Law of the Sea ([UNCLOS](#)), in relation to safe navigation
- good practice guidelines promoting co-existence, for example:
  - [Fisheries Liaison with Offshore Wind and Wet Renewables Group; Recommendations for Fisheries Liaison, Best Practice Guidance for Offshore Renewables Developers](#);
  - [European Subsea Cables Association, Fishing Liaison Guidelines](#)).
- [Common Fisheries Policy](#)
- Co-existence and Fisheries Liaison Plans (voluntary or required)
- [Habitats Regulations Assessment](#)
- MMO and IFCA byelaws
- [MGN 543 Safety of navigation: Offshore renewable energy installations](#)

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

- Marine Information System

## Policy drafting template SW-FISH-4

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Fisheries B	<b>Code</b>	SW-FISH-4

### Policy

#### SW-FISH-4

Proposals enhancing essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes should be supported. If proposals cannot enhance essential fish habitat, they must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impact on essential fish habitat, including spawning, nursery and feeding grounds, and migration routes.

#### What is essential fish habitat?

1. This policy relates to the protection of a natural resource: essential fish habitats.
2. Essential fish habitats are all areas of inter-tidal and sub-tidal water, sea and riverbed, and the associated water column necessary to fish (this includes shellfish and other marine organisms) for spawning, breeding, feeding or growth to maturity. Essential fish habitats also encompass migration routes, such as estuaries or channels that connect essential fish habitats throughout their life cycle.
3. Together these habitats enhance breeding success, survival and growth of fish and ultimately increase stock yields.
4. Sustainable fishing and aquaculture industries provide benefits to coastal communities and contribute to UK food security. These activities are restricted in where they can operate, making them vulnerable to loss of access caused by surrounding sea use.
5. Proposals can adversely impact the availability or quality of essential fish habitats and fish stock sustainability through removal, change to hydrodynamic regimes, pollution or numerous other mechanisms. There is therefore a need to protect essential fish habitats and the services they provide from adverse impacts from proposals.

## **Where is essential fish habitat in the South West Marine Plan area?**

6. The South West Marine Plan area contains some of the most important, productive and intensively used coastal waters in the UK. The south west is an important area for fisheries, with the second highest volume and value of landings in the UK (by UK vessels) after Scotland.<sup>1</sup> The 2 main landing ports in England in this region are Plymouth and Newlyn, which in 2015 landed 13,000 tonnes (£15 million) and 12,000 tonnes (£22 million) respectively.<sup>2,3</sup> The region also includes a number of smaller active fishing ports spread along the north and south coasts, and the Isles of Scilly.
7. The South West Marine Plan area includes a diverse range of habitats for a correspondingly diverse range of fish, Estuaries are especially important for young fish in the first years of their lives. The South West Marine Plan area includes several estuaries, the largest of which is the Severn Estuary. Smaller estuaries include the Taw, Torridge, Camel, Helford, Fal, Tamar and Dart. The estuaries are highly-productive shelters from the open seas creating hiding places for small fish from predators and storms. The estuaries also offer a range of smaller prey that young fish can feed on. Research has proven that estuaries are so important to the growth and development of young fish, that they have been named 'nursery areas' and need special protection.

## **When does essential fish habitat take place in the South West Marine Plan area?**

8. Habitats may require protection throughout the year or at specific times reflecting key periods in the lifecycle of fish, shellfish species and other marine organisms. Spawning and nursery grounds are often active during certain times of the year. Avoiding these times of the year can be important when considering how to minimise or mitigate a project's impact within a proposal. Proposals should be informed by local byelaws and restrictions in force in the area.

## **Why is essential fish habitat important to the South West Marine Plan area?**

9. The South West Marine Plan area is an important fishing area and generates the greatest catch by sea area of any English waters.
10. A sustainable fish population and any associated sustainable fishing industry rely upon essential fish habitats. Such habitats are necessary for spawning, breeding, feeding, and the survival of early life stage and subsequent growth of fish to maturity. Together these habitats enhance breeding success, survival and growth of fish, and ultimately increase stock yields.

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<sup>1</sup> MMO 2017: Futures analysis for the north east, north west, south east and south west marine plan areas.

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/650895/Futures\\_analysis\\_for\\_the\\_North\\_East\\_North\\_West\\_South\\_East\\_and\\_South\\_West\\_marine\\_plan\\_areas\\_MMO\\_1127\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/650895/Futures_analysis_for_the_North_East_North_West_South_East_and_South_West_marine_plan_areas_MMO_1127_.pdf)

<sup>2</sup> MMO 2017. UK Sea Fisheries Statistics 2016. <https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2016>

<sup>3</sup> A third port, Brixham, is located in the adjacent South Plan area and landed 12,000 (£23 million) tonnes fish and shellfish in 2015. Many Brixham vessels fish in the South West Marine Plan area.

11. Young fish often require different food and conditions to adults. Nursery areas are places with suitable food and environmental conditions for these juvenile fish, and also provide shelter to protect them from predation.
12. Many commercial fish species spend their early years in inshore areas, migrating into offshore waters when they reach adulthood and only returning inshore again to spawn. This helps to identify a distinct separation between juvenile and adult habitats and therefore a defined nursery area.
13. By protecting juvenile fish in these distinct nursery areas, it in turn enhances the offshore harvestable stocks of fish. By ensuring these young fish have the best possible chance of survival, they are able to reach adulthood, reproduce and contribute to future populations.
14. Proposals can adversely impact the availability or quality of essential fish habitats and fish stock sustainability through removal, change to hydrodynamic regimes, pollution or numerous other mechanisms. There is therefore a need to protect essential fish habitats and the services they provide from adverse impacts from proposals.
15. This policy contributes to the aims of the [Marine Policy Statement](#) (3.8.1) in supporting the long-term existence of the fisheries sector through support of stock recruitment. It recognises that 'sustainable fish stocks have the potential to maintain a prosperous and efficient fishing industry providing social, cultural and economic benefits to often fragile coastal communities' (Marine Policy Statement, 3.8.6).
16. This policy contributes to the [Marine Strategy Framework Directive](#) descriptors 1, 3, 4 and 6 in line with ecosystem approaches to management recognising wider connections between ecosystem elements. Preservation of essential fish habitats and the species they support is an important part of preservation of biological diversity (descriptor 1), has important consequences for sea floor integrity (descriptor 6), wider elements of marine food webs (descriptor 4) and the commercial resources they sustain (descriptor 3).

#### **Who is this of interest to?**

17. All public authorities; Marine Management Organisation licensing, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Local Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency.
18. Other management plans and landscape designations/ definitions including National parks, AONBs and Heritage Coasts, neighbourhood management plans, coastal partnership plans.
19. Potential applicants or proponents, covering a range of sectors including (but not limited to) subsea cabling, aquaculture, renewable energy, aggregate extraction, dredging, and tourism and recreation.

20. The commercial and recreational fishing sectors (including fishing associations, the National Federation of Fishermen's Organisation, Producer Organisations, local Fisheries Liaison Officer, and individuals) may wish to be aware of and respond to consultations for specific activities within the South West Marine Plan area. Contact the Marine Licensing team ([marine.consents@marinemanagement.org.uk](mailto:marine.consents@marinemanagement.org.uk)) for details of how to apply to register as a consultee.

### **How should this policy be applied?**

21. Proposals should include supporting information demonstrating how they enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes. Enhancement refers to measures taken which have a positive impact. Such measures can include but are not limited to improving or creating new habitat such as estuarine sediments, upstream habitat, river restoration, intertidal habitat, natural flood management, or the improvement or creation of fish passages.
22. Where positive impacts have been identified, proposals must also assess adverse impacts in line with relevant legislation. Enhancement is not a substitute for avoidance, minimisation or mitigation measures.
23. Proposals are still required to be in compliance with relevant legislation and regulations including Habitats Regulations Assessment, [Marine and Coastal Access Act](#), Environmental Impact Assessment and other national legislation.
24. Proposals should demonstrate that they will in order of preference avoid, minimise or mitigate the significant adverse impacts upon essential fish habitat. Examples of avoidance, minimisation and mitigation include careful analysis of alternatives, design stipulations, and 'best management practices' - proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a) etc.
25. 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.
26. If these criteria cannot be met by a proposal, where it requires an authorisation decision, it will only be authorised if there are relevant considerations in line with the [Marine and Coastal Access Act \(Section 58\(2\)\)](#).
27. As essential fish habitats often co-occur in coastal and priority habitats, public authorities should apply this policy in conjunction with the policies SW-BIO-3 and SW-BIO-4.
28. Proposals and public authorities should refer to figure [...] for indicative spawning and nursery grounds in the South West Marine Plan area. It is important to note that the map is indicative and does not show all the species relevant to this policy, due to limited evidence. It is important for public authorities to use the best available evidence in decision-making.
29. Public authorities should consider essential fish habitat for all finfish and shellfish species during project level assessments. This would include fully marine species, and those species with a marine element to their lifecycle, for example; salmon, trout

and eels, where proposals could impact on migration routes and associated habitat during the transition from marine to freshwater or vice-versa.

30. Public authorities should review data collected for Environmental Impact Assessments as information will be current and may be at a more appropriate resolution than the indicative data in figure [...]. For public authorities to accurately assess any proposal's impact on essential fish habitats they must also consider a wider range of best available evidence and in consultation with the local Inshore Fisheries and Conservation Authority and other relevant bodies.
31. 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 impacts on essential fish habitat.
32. Other additional indicative information can be used including the location of areas closed due to a high abundance of juvenile fish, either seasonal or 'real-time' closures, to be found on the Marine Management Organisation's website. Further essential fish habitat maps or updates may become available through the Marine Management Organisation's Marine Information System. The Centre for Environment, Fisheries and Aquaculture Science undertakes regular fisheries surveys and reports at the resolution of sub-rectangles of ICES statistical rectangles. Modelled data is available for some species, for example MMO1133. The Environment Agency also carries out estuarine fisheries surveys.

### Signposting

33. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - [National Planning Policy Framework](#)
34. Further information and guidance that may help in implementing the policy include:
  - Marine Information System
  - Marine Policy Statement
    - The high level marine objectives identified for achieving a sustainable marine economy are listed in the Marine Policy Statement
  - Marine Management Organisation
    - MMO 1133
    - MMO 1011
  - Centre for Environment, Fisheries and Aquaculture Science
    - CEFAS- C-BASS project
  - [Cornwall Inshore Fisheries and Conservation Authority](#), and [Devon and Severn Inshore Fisheries and Conservation Authority](#), and [Isles of Scilly Inshore Fisheries and Conservation Authority local byelaws](#)
  - [The habitats and species of the Severn Estuary: a basic introduction for developers and decision-makers.](#)

35. Other additional indicative information can be used including the location of areas closed due to a high abundance of juvenile fish, either seasonal or 'real-time' closures, to be found on the Marine Management Organisation's website.
36. Further essential fish habitat maps or updates may become available through the Marine Management Organisation's Marine Information System. The Centre for Environment, Fisheries and Aquaculture Science undertakes regular fisheries surveys and reports at the resolution of sub-rectangles of ICES statistical rectangles.
37. Modelled data is available for some species, for example **MMO1133**. The Environment Agency also carries out estuarine fisheries surveys.

Iteration 3 draft

Plan area	South West		
Grouping	Governance		
Related High Level Marine Objectives (HLMO).	<b>Promoting good governance</b> Marine businesses are subject to clear, timely, proportionate and, where appropriate, plan led regulation.		
Other relevant policies	SW-CO-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-GOV-1

<b>HLMO</b>	Promoting good governance	<b>Sub bullet(s)</b>	Marine businesses are subject to clear, timely, proportionate and, where appropriate, planned regulation.
<b>Grouping</b>	Governance	<b>Code</b>	SW-GOV-1

### Policy

#### SW-GOV-1

Proposals that consider transboundary impacts throughout the lifetime of the proposed activity will be supported. Proposals that impact upon one or more marine plan areas or marine proposals that impact upon terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted.

#### What are transboundary impacts?

1. Transboundary impacts are those physical, environmental, social and/or economic effects upon adjacent marine plan areas and/or the terrestrial environment that are caused by activities or decisions made in the south west marine plan areas and vice versa.

#### Where could marine proposals impact on terrestrial environments in the south west marine plan areas?

2. The south west marine plan areas border the south marine plan areas and Welsh, French, Irish and Guernsey waters. The offshore south west marine plan area also borders the international high seas. There is an overlap in jurisdiction between the South West Marine Plan and local terrestrial planning authorities

#### Why are transboundary impacts important in the south west marine plan areas?

3. Alignment of marine planning with other planning, regulation and management bodies is necessary in order to manage pressures, further environmental health and achieve sustainable development across the coastal areas of the south west.
4. The south west marine plan areas share borders with other marine plan areas and with terrestrial planning authorities.
5. The [UK Marine Policy Statement](#) states that marine plans are required to co-ordinate planning across administrative boundaries and to sit alongside existing terrestrial planning regimes. The [National Planning Policy Framework](#) states:
6. *'In coastal areas, planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Integrated Coastal Zone Management should be pursued across local authority and land/sea boundaries, to ensure effective alignment of the terrestrial and marine planning regimes.'*

7. Furthermore, section 58(3) of the [Marine and Coastal Access Act](#) states that public authorities must have regard to marine plans when a proposed function is capable of affecting the marine plan area and section 58(1) states that any public authority decision must be in accordance with the appropriate marine plans.
8. The [Localism Act \(2011\)](#) requires local planning authorities and local councils that are not a local planning authority to engage constructively, actively and on an ongoing basis and to have regard to the activities related to the preparation of marine plans.
9. The inshore south west marine plan area shares borders with 12 planning authorities. There is an overlap in authority between the low mean water spring mark and the high mean water spring mark. The overlap in jurisdiction means that decisions made regarding activities or development in this intertidal zone can have adverse impacts upon the plan objectives of the reciprocal authorities. Additionally, activities that occur wholly below the low mean water spring mark or wholly above the high mean water spring mark can have adverse impacts upon the reciprocal area and thus it is important for public authorities to consult with all authorities who may be affected by an authorisation or enforcement decision. The [Coastal Concordat](#) provides a framework to assist in the co-ordination of the processes that exist for the consent of coastal developments in England.
10. Integration of terrestrial and marine systems across plan boundaries should provide consistency, for example in the management of ecosystems, including estuaries, as a single system, such as in the Severn and Dart estuaries. Conflicting decisions between planning zones could have significant adverse impacts in these areas, leading to the failure for one or more authorities to reach their plan objectives.
11. It is important to ensure transboundary impacts are minimised across international borders.. In accordance with the Planning Act 2008, decisions or activities should be made with due regard to the vision and objectives of all adjacent planning areas, both marine and terrestrial, to ensure activities and development within the south west marine plan areas do not cause direct or indirect impacts to these neighbouring areas and vice versa. For example, a decision causing displacement of activities to an adjacent plan area could increase adverse impacts upon the environment or conflicts between sectors in the adjacent plan area.

#### **Who is this of interest to?**

- Marine Management Organisation
- Maritime and Coastguard Agency
- Including but not limited to local authorities, county councils and unitary authorities
- The Welsh Government
- The Government of the Republic of Ireland Marine Coordination Group
- The Government of France
- State of Guernsey
- OSPAR

## How should this policy be applied?

12. Proposals that occur in the south west marine plan areas should consider the transboundary impacts upon adjacent marine plan areas and the terrestrial environment including economic, social and environmental impacts.
13. Proposals that occur in adjacent marine plan areas and above the mean low water spring mark should determine the transboundary impacts upon the marine plan area including economic, social and environmental impacts.
14. In accordance with the [Marine and Coastal Access Act 2009](#) (S58.3), proposals within marine plan areas and terrestrial plans should consider all marine plan policies and not take any policy within the plan in isolation.
15. In accordance with the [Marine and Coastal Access Act 2009](#) (S58.3), local planning authorities should consider the transboundary impacts of authorisation or enforcement decisions upon the south west marine plan areas; they should consider all the policies in the South West Marine Plan to ensure that decisions do not cause significant adverse impacts within the marine plan areas. These impacts include decisions or local plan policies that would result in economic decline, a reduction in social benefit or detrimental impacts upon the marine environment. Development, adoption and use of the [Coastal Concordat](#), shoreline management plans and coastal change management areas, aligned with this policy, will aid the management of these transboundary effects.
16. In accordance with the [Localism Act 2011](#), marine planning and licensing authorities should consider the transboundary impacts of marine developments upon the area above the mean high water spring mark; they should consider the relevant plan(s) in their decision making to ensure that marine based activities do not conflict with the policies, objectives and vision of local terrestrial plans.
17. Public authorities must consult with relevant bordering authorities when developing plans or making decisions that may impact bordering plan areas. Public authority decisions and plans should be compliant with the relevant local development plans.
18. Public authorities should also consider non-statutory plans and strategies in plan making and decision making and allow for integration of policies where relevant to the local area. For example, [shoreline management plans](#) and coastal partnership concordats.
19. Local authorities, in accordance with Section 58(3) of the [Marine and Coastal Access Act](#), when considering terrestrial development will consult terrestrial planning policy and development plan documents which already include policies addressing coastal and estuarine planning, but they will need to consider marine policy guidance and the two will complement each other to ensure:
  - liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages. This will help ensure, for example, that developments in the marine environment are supported by the appropriate infrastructure on land and reflected in terrestrial development plans and vice versa

- sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions.<sup>1</sup> When developing or reviewing regional marine plans and coastal change management policies local and public authorities should consider: relevant statutory and non-statutory plans or strategies to allow for integration of policies of local relevance. Sharing of data between plan authorities and cross-border and the timely development of Marine Plans for any area will assist in managing transboundary impacts.

20. Public authorities should strive for alignment of marine planning with other planning, regulation and management that affects the use of the marine area and its resources, such as by individual users as well as public and private organisations. Alignment of marine planning will be important to manage coastal change and sustainability. Inter-organisational consultation and sharing of information is determined by this policy to ensure the effective use of the marine environment to create sustainable development and infrastructure that best benefits the physical, economic and social environment of the coastline and adjacent areas.

21. Evidence of consultations conducted between relevant authorities during development phases must be available to decision makers. This evidence may take the form of, but not be limited to, meeting minutes, consultation and survey reports that are available in the public domain (eg forming part of an application to a public authority).

### **Signposting**

- Marine and Coastal Access Act
- Marine Policy Statement
- National Planning Policy Framework
- Shoreline management plans
- Local plans
- Neighbourhood plans
- Coastal Concordat
- Localism Act (2011)

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

- [Marine Information System](#)

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<sup>1</sup> MPS

Plan area	South West		
Grouping	Heritage		
Related High Level Marine Objectives (HLMO).	<b>Ensuring a strong, healthy and just society</b> People appreciate the diversity of the marine environment, its natural and cultural heritage and its resources and act responsible.		
Other relevant policies	SW-CO-1 SW-SOC-1 SW-SOC-2 SW-SOC-3 SW-SCP-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-HER-1

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	People appreciate the diversity of the marine environment, its seascapes, its natural and cultural heritage and its resources and act responsibly.
<b>Grouping</b>	Heritage Assets	<b>Code</b>	SW-HER-1

### Policy

#### **SW-HER-1: heritage assets**

Proposals that demonstrate they will enhance elements contributing to the significance of heritage assets will be supported. Proposals unable to enhance elements contributing to the significance of heritage assets will only be supported if they demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate harm to the enhance elements contributing to the significance of heritage assets
- d) if it is not possible, to minimise or mitigate, then the public benefits for proceeding with the proposal must outweigh the harm to the significance of heritage assets.

#### **What are heritage assets?**

1. Heritage assets are the aspects of the historic environment such as buildings, monuments or landscapes that have a degree of significance meriting consideration in decision-making. The [Marine Policy Statement \(2.6.6.1\)](#) states that 'The historic environment includes all aspects of an area that are the result of an interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged'.
2. Some heritage assets have a level of interest that justifies statutory designation, the purpose of which is to ensure that they are protected and conserved for the benefit of this and future generations. In the English marine area, designated heritage assets include:
  - scheduled monuments designated under the Ancient Monuments and Archaeological Areas Act 1979
  - protected wreck sites designated under the Protection of Wrecks Act 1973
  - sites designated under the Protection of Military Remains Act 1986.
  - the settings of assets may also be important to the asset and its significance.
  - listed buildings
  - conservation areas
  - registered parks and gardens
  - registered battlefields.
3. The [Marine Policy Statement \(2.6.6.8 and 2.6.6.5\)](#) continues 'the more significant the asset, the greater should be the presumption in favour of its conservation'. However, 'many heritage assets are not currently designated as scheduled monuments or protected wreck sites, but are demonstrably of equivalent significance. The absence

of designation for such assets does not necessarily indicate lower significance and the marine plan authority will seek designation as appropriate prior to planning permission being granted.

### **Where are heritage assets in the south west marine plan areas?**

4. A [Historic Seascape Characterisation \(HSC\)](#) of the south west marine plan areas has been carried out by Historic England, part of a national HSC database. This characterisation mapped and described the areas' historic cultural influences and contributed to the South West Seascape Assessment (MMO1134).
5. The south west marine plan areas hosts an abundance of historic wrecks due to its strong association with the sea including shipping, fishing, defence activities and the treacherous seas surrounding the area. Historic wrecks are concentrated in the approaches to major ports and estuaries and to the Scilly Isles and Lundy where there are 10 recognised dive sites. Treacherous waters around the headlands, particularly off the Manacles and Lizard Point also create notorious wrecking sites. The plan area contains 20 of the 53 protected wrecks in England. Therefore, proposals in these areas should have greater consideration of the significance of undiscovered or undesignated wrecks.
6. There are considerable numbers of historic buildings and castles situated across the plan area. Tintagel Castle is a popular tourist destination. Likewise the Scheduled Monument of Pendennis Castle, recognised as one of Henry VIII's finest coastal fortresses, holds a prominent position. The medieval Dunster Castle also affords panoramic views across the Bristol Channel. These assets, and their setting, are important and should be protected from damage caused by footfall and other sources of disturbance.
7. Early human occupation has left evidence dating well back into the Palaeolithic period. Nationally important Bronze Age settlement remains occur on the promontory of Brean Down and many other headlands in the south west. The shallow interior sea of the Isles of Scilly makes it possible to walk between some islands at low spring tides. This drowned landscape has one of the highest concentrations of archaeological assets in western Europe, an abundance of archaeological remains from over 7500 years of human activity. Scheduled heritage assets from that activity extend below Mean Low Water off several of Scilly's islands. Lundy's rich and chequered history is illustrated by a dense concentration of Scheduled Monuments from sixth century standing stones to the 13th century Marisco Castle. Proposals for access and tourism and recreation activities in these areas should, therefore, give greater consideration to their adverse impacts on such assets. Several areas of the Cornwall and West Devon Mining Landscape World Heritage Site extend to the coast and estuaries of Cornwall and west Devon.

### **When does heritage assets take place in South west marine plan areas?**

8. The effects of seasonal weather patterns and increased storminess should be considered especially in areas prone to damage of heritage assets through coastal erosion. This is also a factor in the preservation and recording of heritage assets and the timeliness of designation.

9. In spring and summer months there is increase footfall from tourism and recreation activities especially around historic buildings, wrecks (through diving activities) and general access to the marine environment.

### **Why are heritage assets important to the south west marine plan areas?**

10. The south west marine plan areas have many significant cultural assets. Many of these are protected through existing statutory designations. However, some have little protection despite their contribution to the character of the south west marine plan areas and tourism economy which makes them especially worthy of consideration by developers and decision-makers.
11. SW-HER-1 makes sure that proposals do not have an adverse impact on marine and coastal heritage assets, regardless of their designation status. This ensures the diversity of the marine environment, and its cultural heritage, is protected.

### **Who is this of interest to?**

12. Applicants or proponents in shaping and influencing what they may wish to do where and how they may wish to do it
13. All public authorities; Marine Management Organisation licensing, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Terrestrial Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Heritage Lottery Fund, National Trust, Coastal Partnerships.

### **How should the policy be applied?**

14. The aim of this policy is to conserve and enhance marine and coastal heritage assets and to extend consideration to those assets that are, or have the potential to become significant. It will make sure that assets are considered in the decision-making process and extends to those assets that are not designated and those that are discovered during the course of developments.
15. Proposals should consider the potential impact on heritage assets taking into account the risk of damage to, or degradation of, assets. Proposals should therefore seek to avoid locations where heritage assets may be located. Where such locations cannot be avoided, proposals should seek to minimise harm including through the use of less invasive construction techniques and in consultation with Historic England. Historic England and/or the local authority may seek to catalogue assets as appropriate for the Historic Environment Record. In designated areas, heritage assets should be conserved and enhanced in accordance with statutory purposes.
16. Where it is not possible to minimise or mitigate 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. The public benefits for proceeding with the proposal must outweigh the compromise or harm to the heritage asset. In assessing public benefits in relation to proposals that may compromise or

harm heritage assets, relevant tests set out in the [National Planning Policy Framework](#) should be considered. 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.

17. Proposals may include plans to avoid locations where heritage assets may be located, to minimise compromise or harm through the use of less invasive construction techniques, or to mitigate for compromise or harm through their location or cataloguing of assets in consultation with Historic England and/or the local authority responsible for the Historic Environment Record.
18. Public authorities should consult with the relevant regulators and advisors, local authorities and other bodies (such as local civic societies) to make sure that heritage assets, with cultural, social or economic value (especially to the south west area), are considered in the decision- making process. Public authorities should consider evidence for the level of significance of a heritage asset, including information and advice from relevant regulators and advisors and how they are managed. This applies to both identified heritage assets and the potential for such assets to be discovered.
19. Public authorities should consider all heritage assets, including those that are not designated or have been newly identified during development, in line with information and advice from Historic England with the aim of avoiding, minimising or mitigating possible compromise or harm.
20. Public authorities should take into account the historic character of the south west marine plan areas, with particular attention paid to the landscapes, seascapes and groupings of assets that give it a distinctive identity. Further information can be obtained from NE-SCP-1 as a related policy.
21. 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 impacts on elements contributing to the significance of heritage assets.
22. Designated wreck sites can be found at figure XX. It should be noted that figure XX does not include all wreck data for the south west marine plan areas as such data is incomplete, especially for the offshore area. Further information can be obtained from Historic England and the United Kingdom Hydrographic Office (UKHO).
23. Proposals should also take account of geodiversity and its relevance to heritage assets (SW-MPA-5). Other related policies include SW-CO-1, SW-SOC-1, SW-SOC-3 and SW-SCP-1,

### **Signposting**

24. Existing measures which relate to, and may contribute to the achievement of this/these policies include:
  - [Marine Policy Statement \(2.6.6\)](#)
  - [National Planning Policy Framework](#)

- [National Policy Statement for Energy EN-1](#)
- [National Policy Statement for Ports](#)
- NE-CO-1, NE-SOC-1 and NE-SCP-1

25. Further information and guidance that may help in implementing the objective include:

- [Protocol for Archaeological Discoveries: Offshore Renewables Projects” \(The Crown Estate\)](#)
- Historic England guidance for users of the marine environment, which should be considered by those undertaking activities that may impact upon the historic environment:
  - [Morphe Project Managers Guide](#)
  - [Conservation Principles](#)
  - [Guidance for Divers](#)
  - [Marine Licensing and England’s Historic Environment](#)
  - [Managing Significance in Decision-Taking in the Historic Environment](#)
  - [The Setting of Heritage Assets \(2nd Edition\)](#)
- South West Seascape Assessment (SW-SCP-1) (Approach to Visual Resource Mapping)
- [An Approach to Seascape Characterisation](#) (SW-SCP-1)
- [Areas of Outstanding Natural Beauty](#)
- [Heritage coasts](#)
- [Historic Seascape Characterisation](#) (SW-SCP-1)
- [Historic Landscape Characterisation](#)
- [National Parks](#)
- [World Heritage Sites UK](#)
- [Conservation Areas](#)
- Historic Environment Records provide detailed information on historic assets at a local level
- [United Kingdom Hydrographic Office](#)
- Historic England [Ships and Boats Selection Guide](#)
- Historic England [protecting heritage assets](#)
- Historic England ‘Introductions to Heritage Assets’ series, subdivided into:
  - [Ships and Boats](#)
  - [Archaeology](#)
  - [Buildings](#)
  - [Designed Landscapes](#)
- [Historic Environment Records](#) provide detailed information on historic assets at a local level
- [Rapid coastal zone assessment reports](#) include assessments of existing terrestrial, shoreline and intertidal assessments as a means of improving understanding of the submerged heritage

Plan area	South West		
Grouping	Infrastructure		
Related High Level Marine Objectives (HLMO).	<b>Achieving a sustainable marine economy</b> Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.		
Other relevant policies	SW-CO-1 SW-BIO-1 SW-BIO-3 SW-BIO-4 SW-BIO-5 SW-BIO-6 SW-BIO-9 SW-MPA-1 SW-MPA-2 SW-MPA-3 SW-MPA-4 SW-MPA-6 SW-HER-1 SW-GOV-1 SW-SCP-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>	<b>SE</b>

## Policy drafting template SW-INF-1

<b>HLMO</b>	Achieving a sustainable marine economy	<b>Sub bullet(s)</b>	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
<b>Grouping</b>	Infrastructure	<b>Code</b>	SW-INF-1

### Policy

#### SW-INF-1

Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported.

### What is Infrastructure?

1. Infrastructure is a physical structure or facility which could be in the form of, but not limited to:
  - landing, storage and processing facilities for catch or freight
  - terminals for aggregate or waste handling
  - slipways
  - boat repair facilities
  - infrastructure for passenger transfer
  - utilities transmission, including cables and associated infrastructure

### Where is land-based infrastructure in the south west marine plan areas?

2. Small and large scale land-based infrastructure can occur across the intertidal area and on land in areas adjacent to the south west inshore marine plan area. On both land and in the intertidal area land based infrastructure facilitates and connects to activities in the inshore and offshore marine plan areas, especially for the Isles of Scilly. As a steep profiled peninsula Devon and Cornwall have some hard constraints such as cliffs and narrow coves that can limit or hinder where land-based infrastructure that facilitates marine activity in the south west marine plan area does or can occur.

### Why is land-based infrastructure important to the south west marine plan areas?

3. Land-based infrastructure in the south west inshore marine plan area could promote economic growth and jobs in the marine area. Land-based infrastructure to maintain and support current and future activity may be needed. Some examples identified in [The Futures Analysis Report](#) are:
  - new or changed infrastructure at ports for maritime trade, including short sea shipping, cruise activity, ferries and Ministry of Defence activities
  - infrastructure to maintain and support marine assets for the tourism, recreational and leisure sector such as slipways and other access points, piers, tidal pools and marinas
  - quays and landing facilities for fisheries and shellfisheries and their associated processing facilities, transport links and markets

- telecommunication cables ensuring national, and international connectivity for example the [Celtic Interconnector Route](#)
  - infrastructure to support the renewable energy and innovative development sectors
4. As an archipelago, land-based infrastructure on the Isles of Scilly are critical to ensuring vital maritime connections and facilitating marine activity which the islands depend on. Some examples of current and potential future land-based infrastructure on the Isles of Scilly supported by SW-INF-1 are:
    - ports including St Mary's Harbour
    - cables between the archipelago and to the mainland
    - infrastructure to support the renewable energy sector
  5. Other infrastructure policies state the importance of ensuring space for land-based infrastructure (SW-INF-4) and the importance of supporting infrastructure that facilitates the diversification or regeneration of marine industries (SW-INF-2).
  6. SW-INF-1 is important to support land-based infrastructure in ecosystems such as estuaries, so that they are managed as a single system to ensure integration. In the Severn estuary this policy compliments the [Marine Policy Statement](#) (1.2.1) and the [Draft Welsh Marine Plan](#) that states "It is important to promote integration between marine and statutory land use plans in the provision of adequate infrastructure, especially where that infrastructure will predominantly support activity in the other environment". SW-GOV-2 expands upon the importance of an integrated approach.
  7. SW-INF-1 has been developed to:
    - clarify the integration of the terrestrial and marine systems as required in provisions of the [UK Marine Policy Statement](#)
    - provide more detail and prescription for both land-based and marine public authorities including local planning authorities
    - support the consideration of proposed activities and measures related to land-based infrastructure
    - aid in the development and review of plans, for example local plans

#### **Who is this of interest to?**

- Marine Management Organisation
- The Planning Inspectorate
- Local planning authorities
- Statutory harbour authorities
- Environment Agency
- The Department of Transport
- The Department for Business, Business, Energy and Industrial Strategy
- The Ministry of Housing, Communities and Local Government

#### **How should this policy be applied?**

8. The phrase 'appropriate' in SW-INF-1 refers to the need to be compliant with relevant local plans, for example proposals in the marine area that would significantly compromise terrestrial development plans are unlikely to be supported. The

appropriateness of any such infrastructure is to be assessed by public authorities within their decision-making activities. Proposals will be assessed on their individual merits as suitable or proper in the circumstances with local plans as a material of consideration where relevant.

9. SW-INF-1 should be implemented by public authorities when authorising proposals or making decisions which relate to land-based infrastructure supporting marine and terrestrial activity.
10. Public authorities should support marine activities and their associated land-based infrastructure in their decision making as well as in other public authority enforcement or authorisation decisions, for example strategic policy-making authorities in the drafting or amendment of their local plans. Public authorities should also take into account proposals on land that have potential impacts on the application of marine plan objectives. [The Coastal Concordat](#) can be used for decisions on proposals with both terrestrial and marine authorisations providing a co-ordinated process.
11. Examples of land-based infrastructure which facilitates marine activity that should be supported by public authorities include land-based handling and disposal facilities for vessels for refuse, waste water and sewage. SW-INF-1 supports the [Waste Management Plan for England](#) (pages 30, 31) which aims to 'help achieve sustainable waste management by securing adequate provision of new waste management facilities of the right type, in the right place and at the right time'.
12. SW-INF-1 supports the [National Policy Statement for Energy](#) where 'the government is committed to increasing dramatically the amount of renewable energy capacity' including offshore wind which would require land based infrastructure for utilities transmission and port development to service new sites.
13. 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 which facilitate marine activity.

### **Signposting**

14. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - [National Planning Policy Framework](#)
  - [Marine Policy Statement](#)
  - [Localism Act](#)
15. Further information and guidance that may help in implementing the policy include:
  - [Coastal Concordat](#)
  - [The Draft Welsh National Marine Plan](#)
  - [National Infrastructure Delivery Plan 2016 to 2021](#) and [Annual Reports on National Infrastructure Construction and Infrastructure Pipelines](#)

## Policy drafting template SW-INF-2

<b>HLMO</b>	Achieving a sustainable marine economy	<b>Sub bullet(s)</b>	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
<b>Grouping</b>	Infrastructure	<b>Code</b>	SW-INF-2

### Policy

#### SW-INF-2

Proposals for appropriate infrastructure that facilitates the diversification or regeneration of marine industries in the south west marine plan areas should be supported.

#### What is infrastructure?

1. Infrastructure is a physical structure or facility which facilitates the operation of a society or enterprise. Appropriate infrastructure could be in the form of, but not limited to:
  - landing, storage and processing facilities for catch or freight
  - terminals for aggregate or waste handling
  - slipways
  - boat repair facilities
  - infrastructure for passenger transfer
  - utilities transmission, including cables and communication installations
  - scientific installations
  - ship routing installations
  - engineering and industrial support structures.
  - offshore renewable energy installations
  - aquaculture installations

#### What is diversification?

2. Diversification is the varying or enlarging of a field of operations typically to increase efficiency, range of products, services or output. Diversification allows for the expansion of use of infrastructure within the marine area for marine based activities. Expansion of use of marine or land infrastructure for marine use allows for a range of industries and activities to operate within an area. This provides more resilience to local economic and social change and optimises the use of space. Diversification could be seen in a wide range of ways in the marine plan areas including the changing of use of fishing vessels and facilities, the expanding of tourist opportunities, the inclusion of scientific studies in practicing fishing businesses, additional port and harbour roles such as varying the types of vessels given engineering support to, and the inclusion of maritime renewable energy. An example would be a traditional fisherman becoming a tourist charter vessel alongside normal

operation. This may require new infrastructure in the form of improved passenger handling facilities.

### **What is regeneration?**

3. Economic regeneration refers to the reinvigoration of local and regional economies, and associated improvements in economic competitiveness and prosperity. It is often linked with increased inward investment and the relocation of businesses and households in areas of decline. [It aims to increase business start-ups and growth, employment, earnings and skills development](#). Regeneration can have the subsequent effect of improved quality of life in the area. Regeneration can occur through a wide range of maritime sectors including ports, tourism and existing fishing industry facilities.

### **Where is infrastructure to support diversification or regeneration of marine industries needed in the south west marine plan areas?**

4. Infrastructure within the plan areas is a general term that applies to structures that facilitate marine and coastal activities. Therefore this policy could be applicable across the entirety of the marine plan areas. [There are numerous south west coastal towns that have been affected socially and economically by the loss, reduction or change of marine based industries, particularly in the fisheries sector](#). As a result, to create sustainable economic development in the south west, diversification and regeneration, facilitated by improved or new infrastructure, is being encouraged throughout the marine plan areas, particularly in the inshore marine plan area as demonstrated by the [Cornwall Maritime Strategy](#), [Investment in North Somerset](#) and the [North Devon Economic Plan](#).

### **Why is infrastructure to support diversification or regeneration of marine industries needed in the south west marine plan areas?**

5. [The Marine Policy Statement](#) requires marine plans to deliver a sustainable marine economy, additionally, the [National Planning Policy Framework](#) recognises the need to ‘...retain and enhance existing markets’ and ‘...re-introduce or create new ones [markets]’ which supports economic diversification and/or regeneration.
6. The south west reflects the change in the UK economy and primary business sectors over the last century; [tourism is now the largest economic sector in the south west marine plan areas, followed by logistics, renewable energy, the military and then fishing and communications](#). Diversification and regeneration, facilitated by new or improved infrastructure could allow for multiple use benefits and promote co-existence between different sectors.
7. This policy primarily aims to support areas of economic and/or social disadvantage such as small coastal towns in the south west reliant on one type of industry, particularly if that industry is in one of the lower grossing sectors. Regeneration of current infrastructure or diversifying the use as well as new infrastructure that would renew and increase current economic activities or introduce new economic gains would also be supported.

8. Over the lifetime of the marine plans diversification and regeneration, facilitated by new or improved infrastructure onshore and offshore, could lead to a varied and resilient economy which will improve quality of life and create and improve employment opportunities in coastal areas.

#### **Who is this of interest to?**

- Marine Management Organisation
- Local planning authorities
- Port and harbour authorities
- Local Enterprise Partnerships
- Developers
- The Planning Inspectorate
- Maritime and Coastguard Agency
- Tourist operators
- Royal Yachting Association
- Coastal Community Teams
- The Crown Estate
- Local Government Association's Coastal Special Interest Group

#### **How should this policy be applied?**

9. This policy should be implemented by public authorities when authorising proposals or making decisions which may impact infrastructure supporting marine activity.
10. 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 SW-CO-1.
11. Public authorities should consider the use of infrastructure supporting marine activities and authorise that supporting regeneration or diversification of activity, only if the proposed new activity is compatible with existing operations.
12. The appropriateness of any such infrastructure is to be assessed by public authorities within their decision making activities with proposals assessed on their individual merits as suitable or proper in the circumstances with local plans as a material consideration where relevant.
13. Proposals that include infrastructure facilitating regeneration or diversification of marine activities should only be authorised by public authorities if the proposal has considered the potential negative impacts upon other existing local businesses and activities. This relates to policy SW-CO-1. When avoidance of impact on existing activities is not possible, regeneration activities should only be authorised if they provide a significant and sustainable increase in the local economy and social benefit.
14. Proposals must demonstrate that infrastructure facilitating regeneration or diversification of activity will not result in the failure to comply with environmental policies set out in the plan. In particular: SW-BIO-XX, SW-MPA-XX etc.

Regeneration or diversification of infrastructure use that enhances the marine environment or increases [natural capital](#) benefits will be supported.

15. Proposals for expansion of current infrastructure or development of new infrastructure must demonstrate that they have considered the impact of seascape, local heritage assets and areas of environmental sensitivity (such as but not limited to marine protected areas or degraded non-designated areas requiring restoration). Other policies in this plan including SW-SCP-X, SW-HER-XX, SW-MPA-XX, SW-BIO-XX provide further guidance regarding the impacts upon these assets.
16. Proposals in coastal communities that are considered socially and/or economically disadvantaged may be supported over and above proposals within areas that have a high level of existing marine based industry infrastructure.
17. Public authorities should preserve coastal infrastructure for marine based activities and encourage new use of unused infrastructure to support marine industry, tourism and recreation. Public authorities should only authorise the development of existing unused infrastructure for housing purposes when it is clearly demonstrated that the proposed existing infrastructure is not likely to be used in the future for marine based activities or industry.
18. Public authorities should support new infrastructure on the coast that is supporting marine activity or industry and preserve areas for future development of infrastructure to enable future marine use. New infrastructure development on the coast not supporting marine based activities or industry should only be considered if the area is not suitable for marine use or industry.
19. Strategic policy-making authorities should consider marine activities and their associated infrastructure in the drafting or updating of their plans and consider how disused or partially used infrastructure, or new infrastructure developed, to facilitate diversification or regeneration. Public authorities should also take into account proposals on land that have potential impacts on the application of marine plan objectives. The Coastal Concordat can be used for decisions on proposals with both terrestrial and marine authorisations providing a co-ordinated process.
20. 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 facilitate the diversification or regeneration of marine industries.

### **Signposting**

21. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - Marine Information System
  - Local Enterprise Partnership strategies
  - Local Plans
  - Shoreline management plans
  - National Planning Policy Framework

- Developing Coastal Strategies
- Coastal concordat

Iteration 3 draft

## Policy drafting template SW-INF-4

<b>HLMO</b>	Achieving a sustainable marine economy	<b>Sub bullet(s)</b>	Infrastructure is in place to support and promote safe, profitable and efficient marine businesses.
<b>Grouping</b>	Infrastructure	<b>Code</b>	SW-INF-4

### Policy

#### SW-INF-4

Public authorities with functions capable of affecting the marine area should ensure provision for appropriate land-based infrastructure that facilitate marine activity.

### What is infrastructure?

1. Infrastructure is a physical structure or facility which could be in the form of, but not limited to:
  - landing, storage and processing facilities for catch or freight
  - terminals for aggregate or waste handling
  - slipways
  - boat repair facilities
  - infrastructure for passenger transfer
  - utilities transmission, including cables and associated infrastructure
2. Land-based infrastructure can facilitate marine activity. For example, fish landing infrastructure (quay space, storage bins, freezers, cold stores) facilitating the fishing industry in the south west.

### Where is land-based infrastructure that facilitates marine activity in the south west marine plan areas?

3. Small and large scale land-based infrastructure occurs across the intertidal area in the south west inshore marine plan area and connects to activities in the wider marine plan area especially for the Isles of Scilly. As a steep profiled peninsula Devon and Cornwall have some hard constraints such as cliffs and narrow coves that can limit or hinder where land based infrastructure that facilitates marine activity in the south west marine plan area does or can occur.

### Why is it important to ensure provision for land-based infrastructure in the south west marine plan areas?

4. Land-based infrastructure in the south west inshore marine plan area could promote economic growth and jobs in the marine area. Provision for infrastructure to maintain and support current and future activity may be needed. Some examples identified in [The Futures Analysis Report](#) are:

- new or a change of infrastructure at ports for maritime trade, short sea shipping, cruise activity, ferries and Ministry of Defence activities
  - infrastructure to maintain and support marine assets for the tourism, recreational and leisure sector such as slipways and other access points, piers, tidal pools and marinas
  - quays and landing facilities for fisheries and shellfisheries and their associated processing facilities, transport links and markets
  - telecommunication cables ensuring national, and international connectivity for example the [Celtic Interconnector Route](#)
  - infrastructure to support the renewable energy and innovative development sectors
5. As an archipelago, land-based infrastructure on the isles of Scilly are critical to ensuring vital maritime connections and facilitating marine activity which the islands depend on. Some examples of current and potential future land-based infrastructure on the Isles of Scilly supported by SW-INF-1 are:
- ports including St Mary's Harbour
  - cables between the archipelago and to the mainland
  - infrastructure to support the renewable energy sector
6. SW-INF-4 is important to support infrastructure in ecosystems such as estuaries, so that they are managed as a single system to ensure integration. In the Severn estuary this policy compliments the [Marine Policy Statement](#) (1.2.1) and the [Draft Welsh Marine Plan](#) that states "It is important to promote integration between marine and statutory land use plans in the provision of adequate infrastructure, especially where that infrastructure will predominantly support activity in the other environment". SW-GOV-2 expands upon the importance of an integrated approach.
7. SW-INF-4 has been developed to:
- clarify the integration of the terrestrial and marine systems as required in the [UK Marine Policy Statement](#)
  - provide more detail and prescription for land-based, marine and estuarine public authorities including local planning authorities and statutory harbour authorities
  - support the consideration of spatial allocation relating to land-based infrastructure that facilitated marine activity
  - aid in the development and review of plans, for example local plans

#### **Who is this of interest to?**

- Marine Management Organisation
- The Planning Inspectorate
- Local planning authorities
- Statutory harbour authorities
- Environment Agency
- The Department of Transport
- The Department for Business, Business, Energy and Industrial Strategy
- The Ministry of Housing, Communities and Local Government

## How should this policy be applied?

8. SW-INF-4 policy applies throughout the intertidal area in the south west marine plan area to public authorities with functions capable of affecting the marine area.
9. Public authorities, including strategic policy-making authorities, should ensure there is provision for appropriate land-based infrastructure that facilitate marine activity in any of their relevant public authority functions for example the drafting or amendment of policies in their local plans.
10. 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 so that relevant nationally significant infrastructure projects facilitate marine activity or ensure there is continued provision for land-based infrastructure that facilitate marine activity.
11. The phrase 'appropriate' in SW-INF-4 refers to the need to be aware that some coastal areas will not be appropriate for public authorities to ensure there is provision for land based infrastructure, including through spatial allocations, due to topographic, bathymetric or erosion features. The appropriateness of any such sites is to be assessed by the functions of public authorities.
12. Examples of land-based infrastructure which facilitates marine activity that should be supported by public authorities include land-based handling and disposal facilities for vessels for refuse, waste water and sewage. Sw-INF-4 is supported by the [Waste Management Plan for England](#) (pages 30, 31) which aims to 'help achieve sustainable waste management by securing adequate provision of new waste management facilities of the right type, in the right place and at the right time'.
13. 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 capable of affecting the marine area.

## Signposting

14. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - Local planning authorities in the south west marine plan area.
  - [Industrial Strategy: building a Britain fit for the future](#)
  - [National policy statement for ports](#)
  - [National Planning Policy Framework](#)
  - [Marine Policy Statement](#)

Plan area	South West		
Grouping	Seascape and Landscape		
Related High Level Marine Objectives (HLMO).	<b>Ensuring a strong, healthy and just society</b> People appreciate the diversity of the marine environment, its natural and cultural heritage and its resources and act responsibly.		
Other relevant policies	SW-CO-1 SW-GOV-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-SCP-1

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	People appreciate the diversity of the marine environment, its seascapes, its natural and cultural heritage and its resources and act responsibly.
<b>Grouping</b>	Seascape and Landscape	<b>Code</b>	SW-SCP-1

### Policy

#### **SW-SCP-1 Seascape and Landscape**

Proposals should demonstrate how the significant adverse impacts of a development on the seascape and landscape of an area has been considered. The proposal will only be supported if they demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate
- d) if it is not possible to mitigate, the public benefits for proceeding with the proposal that outweigh significant adverse impacts to the seascape and landscape of an area and its significance.

Where possible, proposals should demonstrate that they have considered how highly the seascape and landscapes of an area is valued, its quality, and the areas potential for change. In addition, the scale and design of the proposal should be compatible with its surroundings, and not have a significant adverse impact on the seascape and landscapes of an area or the wider landscape.

#### **What is seascape and landscape?**

1. [The Marine Policy Statement \(2.6.5.1\)](#) states that, 'There is no legal definition for seascape in the UK but the European Landscape Convention (ELC) defines landscape as "an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors. In the context of this document, references to seascape should be taken as meaning landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other'.
2. Seascape can be broken down into its constituent parts of visual resource and marine character.
  - Visual resource - can be interpreted primarily as views of the coast and sea from the land. Views from the sea to land, and sea to sea are also relevant.
  - Marine character - In addition to the ELC definition, this includes a combination of characteristics above the surface, within the water column and on or below the seabed.
3. In a study carried out for the Marine Management Organisation (MMO), the South West Seascape Assessment has described and mapped the visual resource and marine character of the south west marine plan areas (figures XXX and XXX) The

South West Seascape Assessment is available to assist public authorities and others when considering proposals.

### **Where is seascape/landscape in the south west marine plan areas?**

4. The south west inshore and offshore marine plan area covers an area of approximately 2,000 kilometres of coastline stretching from the River Severn border with Wales to the River Dart in Devon, taking in over 84,000 square kilometres of sea extending out to the seaward limit of the Exclusive Economic Zone (EEZ). This policy applies to the full extent of the south west inshore and offshore marine plan areas including views of and from the Marine Plan Areas. Further demonstration is required within or relatively close to nationally designated areas. In the south west this relates to
  - [North Devon Area of Outstanding Natural Beauty](#)
  - [Cornwall Area of Outstanding Natural Beauty](#)
  - [Isles of Scilly Area of Outstanding Natural Beauty](#)
  - [Tamar Valley Area of Outstanding Natural Beauty](#)
  - [South Devon Area of Outstanding Natural Beauty](#)
  - [Exmoor National Park](#)
  - [Dartmoor National Park](#)
  - Cornwall and West Devon Mining Landscape World Heritage Site areas
  - Exmoor, North Devon, Lundy, Hartland (Devon), Hartland (Cornwall), Pentire Point to Widemouth, Trevoze Head, St Agnes, Godvery Point, Penwith, Isles of Scilly, The Lizard, Gribben Head to Polperro, Rame Head, and South Devon heritage coasts
  - Conservation Areas and other coastally-situated designated areas.

### **When does seascape and landscape take place in south west marine plan areas?**

5. Unlike some activities character and the visual perception of an area is happening all of the time. The activities or infrastructure which contribute to an areas character is slowly changing over time. Likewise, those viewing the plan areas from the coast or sea have differing perceptions based on their use or the seasonality of the area. New development such as increase access, diversification towards the tourist industry or the new coastal path provides opportunities for those visiting the coast to enjoy and appreciate its seascape and landscape

### **Why is seascape and landscape important to the south west marine plan areas?**

6. The south west marine plan areas have a strong association with the Atlantic Ocean and are distinctive for the prevalence of fishing and tourism and recreation activities in a traditional maritime setting.
7. The Severn Estuary is fed by the major rivers of the Severn, Wye, Avon and Usk (Wales). There are expansive views across the wider Severn Estuary and Bristol Channel to the South Wales coast including the Glamorgan cliffs and Brecon Beacon foothills. Visual links west to the Quantock Hills AONB and moorlands of Exmoor National Park forms part of the wider maritime setting to the two designated landscapes

8. Lundy, located in the Bristol Channel, hosts spectacular cliffs which define Lundy's coastal edge which is exposed to strong tidal currents and Atlantic swells. The island's clear waters and varied seabed host nationally important maritime habitats which are a haven for marine wildlife including seals and colonies of seabirds
9. Newquay and St. Ives are two of the largest resorts in Cornwall. The windswept sandy beaches are popular with holiday makers, particularly surfers. Larger estuarine ports, such as Padstow and Hayle has maintained a coastal trade and are now popular tourist destinations. With its mythical connotations the ruins of the 13th century Tintagel Castle are a popular tourist draw, on a dramatic rocky headland.
10. The Isles of Scilly are made up of the five inhabited islands where extensive environmental protection covers the islands and their surrounding reefs. Many of the islands' most important landmarks are associated with the sea, such as lighthouses, coastguard cottages and fishermen's shacks.
11. There are panoramic views from Land's End where numerous historic wrecks are testament to the hazardous sailing conditions. Lizard Point is also a notorious shipping hazard, with the wild conditions of the west of the peninsula contrasting with the calmer more settled conditions to the east.
12. The eastern waters were an important defensive location in the past, with the impressive form of Pendennis Castle at Falmouth playing a key role in defending against the threat of the Spanish Armada and in many conflicts since. The settlements along this stretch of coast are steeped in maritime history, with a long past of trade, fishing and smuggling.
13. Naval heritage and infrastructure throughout Plymouth Sound and its estuaries. Devonport is largest naval dockyard in Western Europe.
14. The offshore areas are internationally important for their telecommunications cables passing through the seabed and the Atlantic Crossing. They are one of the busiest shipping channels in the world, with high volumes of large commercial freight/cargo vessels and tankers travelling through the southern part of the offshore plan area.
15. SW-SCP-1 ensures that proposals should only be supported if they manage impacts on the seascape and landscapes. It also adds clarity to existing national policy by identifying the visual resource and key characteristics of the south west marine plan areas, enabling these policies to be better supported.
16. This policy adds value to this as it ensures that seascape and landscapes is also considered in decisions for proposals on developments, activities or management measures. Decisions should aim to avoid, minimise or mitigate potential significant adverse effects within the south west marine plan area. This policy also adds clarity to existing national policy by identifying the visual resource and characteristics of the south west marine plan area.

#### **Who is this of interest to?**

17. Applicants or proponents in shaping and influencing what they may wish to do where and how they may wish to do it

18. All public authorities; MMO, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Terrestrial Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Heritage Lottery Fund, National Trust, Coastal Partnerships, CPRE.
19. Bodies administering other management plans and landscape designations/ definitions including National parks, AONBs, Heritage Coasts, neighbourhood management plans, Conservation Areas and the statutory heritage designations.

### **How should this policy be implemented?**

20. [The Marine Policy Statement \(2.6.5.2\)](#) states that 'When developing Marine Plans, marine plan authorities should consider at a strategic level visual, cultural, historical and archaeological impacts not just for those coastal areas that are particularly important for seascape, but for all coastal areas, liaising with terrestrial planning authorities as necessary. In addition, any wider social and economic impacts of a development or activity on coastal landscapes and seascapes should be considered'
21. It goes on to state [\(2.6.5.3\)](#) that 'In considering the impact of an activity or development on seascape, the marine plan authority should take into account existing character and quality, how highly it is valued and its capacity to accommodate change specific to any development. Landscape Character Assessment methodology may be an aid to this process'.
22. There are a range of statutory policies and measures already in place to take into account nationally designated areas, such as [National Parks](#), [Areas of Outstanding Natural Beauty](#) and [World Heritage Sites](#).
23. Proposals should not detract from the qualities of a designated area. Proposals should demonstrate that they have considered the visual impact on designated areas and its immediate and wider setting. These should be minimised through high quality design that reflects local landscape character with particular regard to scale, siting, materials and colour.
24. Outside of designated areas, or their settings, proposals where it is not possible to avoid, minimise or mitigate harm will need to demonstrate that the public benefits for proceeding and the benefits of the proposal outweigh the compromise or harm to the seascape or landscape of an area. Evidence will need to show, for example, 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 planning considerations to be taken into account by the decision-maker which may include, for example, other plans.
25. On a case-by-case basis public authorities will assess if proposals have considered how highly the seascape and landscapes of an area is valued, its quality and the areas potential for change. In advance of a preferred methodology, public authorities should seek advice from Natural England, Historic England and Local Planning

Authorities including designated areas. Where advice states that it is not possible to determine this then there will be no further requirements for consideration by the decision maker. Once a preferred methodology has been adopted, the requirement of how to consider an areas value, quality or potential for change under policy SW-SCP-1 may change. New and evolving advice will not be applied retrospectively to activities that have already been consented.

26. Consideration of potential impacts should take into account visibility, prevailing weather conditions, angle of views and the temporal or permanent nature of a structure, including its scale, design or activity.
27. Public authorities should consider a proposal's impact on seascape and landscapes, taking into account views to and from the sea, existing marine character and quality, how highly it is valued and its capacity to accommodate change specific to any proposal.
28. 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 impacts on seascape and landscape.
29. In assessing a proposal, public authorities should consult with relevant bodies including Natural England, Historic England and Local Planning Authorities including designated areas, considering seascape and landscapes assessments where appropriate.

### **Signposting - seascape and landscape**

30. Existing measures which relate, and may contribute, to the achievement of this policy include:
  - [Marine Policy Statement \(2.6.5\)](#) (SW-SCP-1)
  - [National Planning Policy Framework](#) (Section 11 and Section 7) (see box 3)
  - [European Landscape Convention](#) (see box 3)
31. Further information and guidance that may help in implementing the policy include:
  - [An Approach to Seascape Characterisation](#) (SW-SCP-1)
  - South West Seascape Assessment (SW-SCP-1) (Approach to Visual Resource Mapping)
  - [Guidelines for Landscape and Visual Impact Assessment \(3rd Edition\)](#)
  - [Areas of Outstanding Natural Beauty](#)
  - [Heritage coasts](#)
  - [Historic Seascape Characterisation](#) (SW-SCP-1)
  - [Historic Landscape Characterisation](#)
  - [National Parks](#)
  - [World Heritage Sites UK](#)
  - [The Setting of Heritage Assets \(2nd Edition\)](#)

Plan area	South West		
Grouping	Social		
Related High Level Marine Objectives (HLMO).	<p><b>Ensuring a strong, healthy and just society</b></p> <p>There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community.</p>		
Other relevant policies	SW-ACC-1 SW-ACC-2 SW-TR-1 SW-TR-2 SW-EMP-1 SW-EMP-2 SW-FISH-2 SW-FISH-4 SW-BIO-1 SW-BIO-3 SW-BIO-4 SW-MPA-1 SW-MPA-2 SW-MPA-6 SW-DIST-1 SW-WQ-1 SW-ML-2 SW-SCP-1 SW-HER-1 SW-CO-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-SOC-1

<b>HLMO</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets and recognition that for some island and peripheral communities the sea plays a significant role in their community
<b>Grouping</b>	Social	<b>Code</b>	SW-SOC-1

### Policy

#### SW-SOC-1

Proposals that enhance or promote social benefits should be supported. Proposals unable to enhance or promote social benefits should demonstrate that they will, in order of preference: a) minimise, b) mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.

#### What are social benefits?

1. Social benefits related to marine activities (and the natural and historic environment on which they are based) include, but are not limited to, improved health and well-being, enjoyment, cultural identity and a sense of place. In the first instance such benefits are gained directly by people in coastal communities immediately adjacent to the south west marine area (see Map X). This can be due to residing near the coast, with views of it, experiencing it in all weathers and seasons, and being able to regularly recreate in and adjacent to the marine area. Some of these benefits can be gained by visitors to the area. People who may never visit the south west marine area may also gain social benefits through virtual experiences or just having confidence in its sustainable management. Social benefits are also derived indirectly from people gaining marine area-related employment and skills. Benefits are generally contingent on the natural and historic environment on which they are based. They may also require sector industries for their realisation (see for example related policies on Access, Tourism and Recreation, Fishing, Employment, Seascape, Biodiversity, MPAs, Water Quality and Heritage Assets).

#### What is displacement?

2. Displacement is when an activity is moved (in time or geographical space) because of the introduction or impact of another activity. It can mean that the activity may no longer be able to take place. There is a recognised need to better understand the potential social impacts (positive and negative, direct and indirect, permanent and temporary, as well as those resulting from cumulative effects) of displacement.

### **Where are social benefits in the South West marine plan areas?**

3. The coastal typology, developed as part of the MMO [Socio-economic study](#) provides an overview of the types of coastal communities and their social and economic characteristics including current position and recent trends in relation to the national average. It describes the diversity between communities within the South West (see Map X) and their levels of deprivation, employment, education and health. This provides an indication of where social benefits are most needed to address challenges faced by local communities.
4. The South West has a relatively even distribution of communities across all typologies. The most common are Working Hard, Prosperous Suburbia, Silver Seaside, Rural Chic and New Towns and Ports. Working Hard communities have stable populations with relatively low levels of deprivation and a strong economy. Employment is more concentrated in manufacturing and port activities than most other coastal areas. They are found on the edge of towns and in satellite towns around large cities such as Plymouth and Bristol. Prosperous Suburbia, smaller suburban towns such as Nailsea and Portishead also have low levels of deprivation together with people who are more likely to be highly qualified, employed and in good health. Silver Seaside are predominantly retirement areas primarily located in smaller, less developed resorts (such as Weston-super-Mare, Ilfracombe, Barnstaple, St Ives, Minehead, but also Gloucester). A higher proportion of jobs in these areas are connected with the tourism sector. A large proportion of the south west communities are Rural Chic including parts of north and south Devon and south and west Cornwall. They have low levels of deprivation and are either predominantly sparsely populated rural areas, or smaller settlements. People tend to have good health and higher skill levels.
5. New Towns and Ports (parts of Plymouth and Bristol) face challenges relating to poor skills and high levels of worklessness, but counterbalanced by relatively strong economy and often located close to areas of economic growth.

### **When do social benefits take place in South West marine plan areas?**

6. Many social benefits are derived all year round. Experiencing a sense of place, enjoyment of the seascape and health and well-being benefits are always available. Others such as personal satisfaction, indirectly obtained from employment and skills, may be seasonal if linked to patterns for fishing and the tourism sectors.

### **Why are social benefits important to the South West marine plan areas?**

7. All residents of coastal communities and visitors gain social benefits from the south west marine plan area over time, but to various degrees. Displacement of activities which produce social benefits, particularly ones that are important to coastal communities experiencing deprivation or other social challenges, is a concern. It is important to manage negative impacts on activities with social benefits ([Marine Policy Statement 3.11.2](#), [NPPF Chapter 8](#) and [Monitoring Engagement with the Natural Environment 2017-18](#)) The need to encourage co-existence is essential in minimising or mitigating the negative impacts of displacement.
8. Sustainable development requires balanced assessment of environmental, social and economic cumulative impacts. Consideration of social impacts is especially

necessary as they are particularly problematic to measure due to being more qualitative, indirect and diffuse.

9. As noted above many social benefits are derived indirectly from employment (in many industries, but including fishing), having skills, access to and within the marine area and recreation and tourism opportunities. Social benefits are also contingent on the natural and historic environment, the seascape, good water quality and reduced marine litter. Social benefits will be partly safeguarded as an indirect consequence of the effective implementation of relevant sector policies (see signposting below). However, as social benefits are derived from such a wide range of sources, and are important to both residents and visitors who experience them in diverse ways, active intervention is required to ensure they continue to be provided.

### **Who is this of interest to?**

10. Public authorities such as:

- Local Planning Authorities
- The Planning Inspectorate
- Ministry of Housing, Communities and Local Government
- Marine Management Organisation licensing
- Trinity House
- Maritime and Coastguard Agency
- Local Enterprise Partnerships
- Local recreational groups

### **How should this policy be applied?**

11. SW-SOC-1 ensures social benefits are explicitly addressed in proposals for new developments or activities and in the authorisations of decision-makers when assessing them. It encourages proposals that enhance or promote social benefits. If proposals are unable to demonstrate how they enhance or promote social benefits then they should demonstrate that they will, in order of preference minimise or mitigate impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits. Minimise requires impacts that displace activities to be reduced in size, frequency and extent. Whereas mitigation means steps are taken at the same site of the proposal, or at a different site within or adjoining the south east marine area, to provide new social benefits that offset the loss of those displaced. Proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a) etc. Proposals should include supporting information demonstrating how they will enhance or promote social benefits. Adverse impacts must be addressed in addition to describing any positive impacts. Evidence in support of social benefits is not a substitute for avoiding, mitigating or minimising adverse impacts.
12. This policy will be implemented by public authorities assessing proposals. It clarifies the provisions of the Marine Policy Statement, and complements policy SW-CO-1.
13. Proposals should identify and evidence where possible:

- The activities already taking place in the area, and the resources on which they are based, that provide social benefits. Such activities and resources include, but are not limited to:
  - Access to and within the marine area;
  - Recreation opportunities;
  - Tourism opportunities and businesses;
  - MPAs, Biodiversity and Geological features that support recreation, tourism and general awareness and appreciation;
  - Heritage assets;
  - Seascape character;
  - Fishing businesses and historical associations through past activity.
- The social benefits, that are derived from these activities, including, but not limited to:
  - Health and well-being;
  - Enjoyment;
  - cultural identity;
  - a sense of place.
- The displacement of the above activities that would ensue from implementation/operation of the proposal.
- Mechanisms to minimise and mitigate the reduction on social benefits due to the displacement of activities. These may include:
  - Alternative access;
  - New recreation and tourism opportunities (eg interpretation);
  - Alternative businesses that can provide additional social benefits.

14. Proposals must include a description of potential displacement impacts, including on authorised, but yet to be implemented activities. Some existing activities can be identified via the [Marine Information System](#) (and the [public register](#)), local plans, [shoreline management plans](#), and heritage coast and coastal partnership plans. This may include consultation (with public authorities, coastal partnerships, industry groups including those representing the recreation and tourism sector) to identify displacement issues at the pre-planning stage, and suggested measures to minimise or mitigate them. If these criteria cannot be met by a proposal, where it requires an authorisation decision, it will only be authorised if there are relevant considerations in line with the Marine and Coastal Access Act (2009)(Section 58(1)).

15. Proposals should demonstrate adverse impacts in terms of both space (physical exclusion or removal from an area) and/or in time (preventing an activity taking place at certain times of day or year).

16. Proposals should include all adverse impacts which may be direct and/or indirect. Direct adverse impacts, for example, could include preventing the existing use of an area by recreational boating. Indirect impacts could include increased competition in another area, created by fishing activity displaced from the proposal area, with consequential impacts on local ports, tourism, the environment, and recreational users obliged to use an area that was previously only used by shipping.

17. To reduce conflict and enhance compatibility, proposals should show how they will, in order of preference: minimise or mitigate social impacts of displacement. For example, impacts could be avoided or minimised through adjusting the:

- area used; or

- the times of the day or year when activities are operating.

18. Mitigation may include identification of alternative areas for the existing activity or support for new activities that generate similar social benefits to those displaced.

19. Public authorities should consider compliance with legislation and regulations including environmental impact assessments and social impact assessments where already required. Enhancement is not a substitute for avoidance, minimisation or mitigation measures.

20. 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 impacts on social benefits.

21. Inclusion of supporting 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.

### **Signposting**

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

- Marine Policy Statement (2.5.2 and 2.5.3)
- [European Maritime and Fisheries Fund](#)
- [Coastal Communities Fund](#)

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

- [Maximising the socio-economic benefits of marine planning for English coastal communities](#) (MMO)
- Social Impacts of Fisheries, Aquaculture, Recreation, Tourism and Marine Protected Areas (MPAs) in Marine Plan Areas in England (MMO 1035)
- Social Impacts and Interactions between Marine Sectors (MMO 1060)

24. See also related policies: SW-ACC-1, SW-ACC-2, SW-TR-1, SW-TR-2, SW-EMP-1, SW-EMP-2, SW-FISH-1, SW-FISH-2, SW-FISH-4, SW-SOC-3, SW-BIO-1, SW-BIO-3, SW-BIO-4, SW-MPA-1, SW-MPA-6, SW-WQ-1, SW-ML-2, SW-SCP-1, SW-HER-1, SW-CO-1.

## Policy drafting template SW-SOC-3

<b>High Level Marine Objective</b>	Ensuring a strong, healthy and just society	<b>Sub bullet(s)</b>	There is equitable access for those who want to use and enjoy the coast, seas and their wide range of resources and assets, and recognition that for some island and peripheral communities the sea plays a significant role in their community.
<b>Grouping</b>	Social (knowledge and awareness)	<b>Code</b>	SW-SOC-3

### Policy

#### ***SW-SOC-3: Knowledge and awareness***

Proposals that increase the understanding and enjoyment of the marine environment (including the natural, historic and social value) for the promotion of conservation management and increased education, and skills, should be supported.

#### **What is knowledge and awareness?**

1. Knowledge and awareness includes information, understanding and appreciation of the natural, historic environment and social value for those who live, work or enjoy the south west marine plan areas. An increased understanding and awareness of the marine environment, its natural processes, heritage assets and culture can provide benefits to conservation management and the quality of life, health and wellbeing of coastal communities.
2. The [Marine Policy Statement \(2.5.4\) states](#) that 'The marine environment provides national economic and social benefits including for heritage assets, seascape and social value of coastal and marine activities, as well as directly contributing to the quality of life and wellbeing of coastal communities. Marine planning will also therefore make an important contribution towards ensuring vibrant and sustainable coastal communities, helping to build strong local economies and improving quality of life, access to, and enjoyment of their marine areas.'
3. The influence of a proposal in an area including its effects on the marine environment, its wildlife, iconic views and cultural heritage may not be constrained to the marine plan area. The effects a development may have on an area may be felt more broadly including the areas sense of place, its visitor numbers or wellbeing of coastal communities.

#### **Where is knowledge and awareness in the south west marine plan areas?**

4. Knowledge and awareness is held in the understanding and appreciation of those who live, work and enjoy the south west marine plan areas. There are numerous conurbations along the coast with varying levels of population and diverse social

typologies. These include a number of tourist hotspots which attract visitors to the area.

5. Access to amenities including blue flag beaches, tourism and recreation, iconic landscapes and seascapes, heritage assets and local landmarks are prevalent. Areas designated for environmental protection have had varying levels of success in raising the knowledge, and understanding, across the plan areas.

### **When is knowledge and awareness in the south west marine plan areas?**

6. A proposal should seek to enhance understanding and appreciation of the marine environment (natural, historic and social value) throughout its development including construction, operation and the legacy left by the development or activity once it ceases

### **Why is knowledge and awareness important to the south west marine plan areas?**

7. The [Marine Policy Statement \(3.11.4\)](#) states that, 'Tourism can provide environmental benefits through helping to enhance understanding and appreciation of the marine environment through activities such as eco-tourism and nature watching. Socio-economic benefits include positive economic benefits through increased visitor numbers and improved access. Outdoor recreation and enjoyment of the coast can also provide benefits to physical and mental wellbeing.'
8. There are many benefits which can be realised from an increased knowledge and awareness of the marine environment (natural, historic and social value) for those who live, work and enjoy the south west marine plan areas such as:
  - An appreciation of the area including its landscape and seascape can improve social factors such as health and wellbeing, and develop a sense of place or ownership of an area. This fosters community cohesion, pride and passion for an area which raises aspirations and stimulates the local economy.
  - An increased understanding and appreciation can benefit the natural environment and the many species which are native to the plan area. This may result in more effective conservation management schemes or a reduction in pollution including plastics, litter on beaches and the disturbance to wildlife including marine mammals and bird nesting sites.
  - Heritage assets are also under threat from increased access from tourism and recreation activities. Impacts on historic buildings require great appreciation for their setting in the landscape so they can be conserved for future generations. Smaller but equally significant assets require greater awareness. The impact of increased number of people visiting an area and the coastal erosion on buried or submerged heritage assets results in assets being lost before they are discovered.

### **Who is this of interest to?**

9. Applicants or proponents in shaping and influencing what they may wish to do where and how they may wish to do it
10. All public authorities; Marine Management Organisation licensing, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Terrestrial Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Heritage Lottery Fund, National Trust, Coastal Partnerships.
11. Bodies administering other management plans and landscape designations/ definitions including National parks, AONBs, Heritage Coasts, neighbourhood management plans, Conservation Areas and the statutory heritage designations.

### **How should the policy be applied?**

12. Proposals that enhance the understanding, and enjoyment, and/or increase the awareness, and appreciation, of the marine environment (natural, historic and social value) for the promotion of conservation management, education and/or provision of skills should be encouraged.
13. Whilst conservation management processes will be administered directly through environmental and heritage marine plan policy, this policy contributes to the awareness of adverse impacts by enhancing awareness and understanding of the natural and historic environment.
14. Proposals should consider how knowledge and awareness can be delivered throughout its development including construction, operation and the legacy left by the development or activity once it ceases to realise the benefits set out in the [Marine Policy Statement](#). This may include admission to onsite archaeological excavations, viewing platforms to enable public access to the marine environment, information points describing the site aiding the development of a sense of place, cultural heritage and wellbeing.
15. Public authorities should consult with the relevant regulators and advisors, local authorities and other relevant bodies to make sure that access for the purposes of increased public awareness, knowledge and enjoyment does not have a significant adverse impact on the marine environment (natural, historic and social value).
16. 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 impacts on the understanding and enjoyment of the marine environment (including the natural, historic and social value) for the promotion of conservation management and increased education, and skills.

## **Signposting**

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

- [Marine Policy Statement \(2.5.4\) \(3.11.4\)](#) (NE-SOC-3)
- [25 Year Environment Plan](#)
- [National Policy Planning Framework](#)
- Local authorities (districts, unitary authorities, and counties) set out locally specific plans for activities that enable diversification of economic activity through measures in related statutory plans:
- Marine Plan Policy: NE-HER-1, NE-SCP-1, NE-ACC-1, NE-TR-1, NE-TR-2, NE-MPA-1, NE-MPA-2, NE-DIST-1, NE-DIST-2, NE-BIO-1

18. Landscape designations

- [Areas of Outstanding Natural Beauty](#)
- [Heritage coasts](#)
- [National Parks](#)
- [World Heritage Sites UK](#)

19. Tourism and access

- Visit Britain, [Destination Management Plans](#)
- Planning and access for disabled people: [a good practice guide](#)
- [Natural England's](#) coastal path provides right of access around the coast of England. It will increasingly play an important role in how people access the marine area.
- [Sustainable Tourism in England: A framework for action](#)
- [Managing marine recreational activities \(NECR242\)](#)

20. Waste and litter

- [The Litter Strategy for England 2017](#)
- [The Marine Strategy Regulations 2010](#)
- [Marine strategy part three: UK programme of measures](#)
- [OSPAR Regional Action Plan on Marine Litter 2014](#)
- [G7 Action Plan to Combat Marine Litter](#)
- [Environmental Protection Act 1990](#)
- [The Water Environment \(Water Framework Directive\) \(England and Wales\) Regulations 2017](#)
- [The Waste \(England and Wales\) Regulations 2011](#)
- [River Basin Management Plans](#) covering the north east inshore marine plan areas
- [Guidance on applying the waste hierarchy](#)

- [WRAP the UK plastics pact](#)
- [National planning policy for waste](#)
- [Operation Clean Sweep](#) – reducing plastic pellet loss to the environment

## 21. Heritage assets

- [Protocol for Archaeological Discoveries: Offshore Renewables Projects” \(The Crown Estate\)](#)
- [Historic England guidance for users of the marine environment, which should be considered by those undertaking activities that may impact upon the historic environment:](#)
  - [Morphe Project Managers Guide](#)
  - [Conservation Principles](#)
  - [Guidance for Divers](#)
  - [Marine Licensing and England’s Historic Environment](#)
  - [Managing Significance in Decision-Taking in the Historic Environment](#)
  - [The Setting of Heritage Assets \(2nd Edition\)](#)
- [Historic Environment Records](#) provide detailed information on historic assets at a local level
- [Rapid coastal zone assessment reports](#) include assessments of existing terrestrial, shoreline and intertidal assessments as a means of improving understanding of the submerged heritage

## 22. Environment, Biodiversity and MPAs

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

- [Conservation of Habitats and Species Regulations 2017](#)
- [Conservation of Offshore Marine Habitats and Species Regulations 2017](#)
- [Wildlife and Countryside Act 1981](#)
- [Countryside and Rights of Way Act 2000](#)

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

- Statutory [conservation advice packages](#) for marine protected areas 0-12nm (Natural England)
- Statutory [conservation advice packages](#) for marine protected areas 12-200nm (Joint Nature Conservation Committee)
- Joint Nature Conservation Committee [Marine Protected Area mapper](#)
- [Climate Change Act 2009](#)
- [Conservation of Habitats and Species Regulations 2017](#)
- [Natural Environment and Rural Communities Act 2006](#)
- [Town and Country planning \(Environmental Impact Assessment\) Regulations 2017](#)
- [Biodiversity 2020: A strategy for England’s wildlife and ecosystem services](#)
- [Conservation Advice Packages](#)
- [Estuary Edges: Ecological Design Advice](#)
- [Features of Conservation Importance \(FOCI\) identified by JNCC](#)
- [S41 List](#)

## 23. Disturbance

- [Conservation of Habitats and Species Regulations 2017](#)

- [Conservation of Offshore Marine Habitats and Species Regulations 2017](#)
- [Harbours Act 1964](#)
- [Wildlife and Countryside Act 1981](#)
- [Environmental Protection Act 1990](#)
- [The Environmental Assessment of Plans and Programmes Regulations 2004](#)
- [The Conservation of Seals Act](#)
- [Natural Environment and Rural Communities Act 2006](#)
- [The deliberate disturbance of marine European Protected Species](#)
- [JNCC guidelines for minimising the risk of injury to marine mammals from geophysical surveys](#)
- [JNCC Guidelines for minimising the risk of injury to marine mammals from using explosives](#)
- [Standard Marking Schedule for Offshore Installations](#)
- [Maritime Coastguard Agency Marine Guidance Note \[MGN 371\]\(#\)](#)
- [National Policy Statements for Energy Infrastructure](#)
- [Guidelines to reduce the impact of offshore installations lighting on birds in the OSPAR maritime area](#)

Iteration 3 draft

Plan area	South West		
Grouping	Tourism and Recreation		
Related High Level Marine Objectives (HLMO).	<b>Ensuring a strong, healthy and just society</b> The use of the environment is benefitting society as a whole, contributing to resilient and cohesive communities that we can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.		
Other relevant policies	SW-PS-3 SW-DIST-1 SW-DIST-3 SW-CO-1		
Are these policies consistent across other plan areas?	<b>NW</b>  ✓	<b>NE</b>  ✓	<b>SE</b>  ✓

## Policy drafting template SW-TR-1

<b>HLMO</b>	<i>Ensuring a strong, healthy and just society</i>	<b>Sub bullet(s)</b>	<i>The use of the marine environment is benefiting society as a whole, contributing to resilient and cohesive communities that can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.</i>
<b>Grouping</b>	Tourism and recreation	<b>Code</b>	SW-TR-1

### Policy

#### **SW-TR-1 Tourism and Recreation**

Proposals supporting, promoting or facilitating sustainable tourism and recreation activities where appropriate, particularly where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported.

#### **What is tourism and recreation?**

1. Tourism can be defined as the activities of persons (often recreational in nature) travelling to and staying in, places outside their usual environment. Recreation refers to an activity of leisure, carried out by local residents near where they live and in their discretionary time.
2. The sea can provide a variety of tourism and recreational opportunities. These will vary from area to area but will include pleasure boating, sailing, recreational diving (including diving on wrecks), sea angling, kayaking and surfing, as well as exploration of underwater and coastal heritage assets. The coast also provides inspiration for a range of artistic and cultural activities and food-based tourism. There is also growing interest in eco-tourism and wildlife experiences. All these activities can generate a considerable amount of income for the economy and can be a mainstay for many coastal towns, supporting their quality of life, and providing health and wellbeing benefits, with many local businesses relying on the marine environment for their livelihoods. These activities will be enhanced by a well-managed and healthy marine environment, attractive and well-maintained beaches, seashore and clean bathing water. [Marine Policy Statement \(3.11.2\)](#)
3. Many seaside towns have developed cultural facilities to attract visitors all year round, although some marine activities will of necessity be restricted by the weather and many family holidays are taken during the summer school holidays. [Marine Policy Statement \(3.11.2\)](#)

## Where is tourism and recreation in the south west marine plan area?

4. Coastal tourism and recreation are vital industries right across the south west plan area. People are drawn nationally and internationally to the beaches, weather and food. The local population is closely bonded with the sea as the shape of the south west of England means you are never far from the coast.
5. The coastline of Devon and Cornwall is known for being picturesque and coupled with the warm and mild weather makes tourism and recreation an integral part of the economy. There are a number of excellent beaches throughout the area with the addition of several renowned surfing spots including the possibility of a World Surfing Reserve in Croyde. In addition, there are a total of 16 blue flag beaches across the area, the most of all marine plan areas in England.
6. Bristol is the largest city in the marine plan area with a tourism economy worth £1.3billion annually, that supports more than 29,000 jobs and is the 5<sup>th</sup> most visited city in England ([Visit Bristol](#)). The nearby traditional seaside resorts of Clevedon and Weston-Super-Mare also attract holiday makers to the area. This part of the Severn Estuary itself is limited in its tourism and recreation due to strong tidal currents and busy shipping lanes although it is still important for recreational angling.
7. As you move further from Bristol in the estuary sailing becomes more prevalent and there is further coastal tourism centred on towns like Burnham-on-Sea, Minehead and Watchet. Recreational angling continues to be popular especially for skate.
8. Localised hubs of activity relating to the harbours at Lynton/Lynmouth, Combe Martin and Ilfracombe – supporting traditional fishing fleets and coastal tourism, including water sports. Recreational sailing and cruising routes link destinations along both the Welsh and English coasts, including charters by historic vessels including the MV Balmoral and Waverley paddle steamer
9. Lands End and Lizard Point are major visitor attraction for Cornwall as is the rest of the coastline with its sandy coves and coastal paths. The south coast continues the theme of being a popular holiday destination with caravan and camping sites often visible along the coast. Recreational activities are wide ranging from sailing (with a large marine at Falmouth and safe moorings in many harbours), fishing, diving, water-skiing and surfing.
10. South Devon, including Plymouth, is another popular area for water sports. The area is in fact a Royal Yacht Association sailing area. There are several National Trust Estates adjacent to Plymouth Sound and estuaries with vistas across the seascape.
11. The South West Coast Path is the longest in the country at 630 miles. Starting at Minehead in Somerset it runs along the coastline of Exmoor, continuing along the coast of North Devon into Cornwall. It follows the entire coastline of Cornwall, goes across the mouth of the River Tamar and continues into Devon. After running along the south coast of Devon it then follows the Dorset coastline into the south plan area.

## **When does tourism and recreation take place in south west marine plan area?**

12. Both tourism and recreation are subject to seasonal highs and lows throughout the year and across the plan area. This means that, where possible, construction should be undertaken during the low season (autumn/winter) with consideration for overwintering mobile species.

## **Why is tourism and recreation important to the south west marine plan area? Why are they important?**

13. Tourism and recreation are important, established sectors within the south west marine plan area. The south west has a tourism employment dependency of 8.63% - the highest in the country ([MMO Project No: 1035](#)). However, they need to be stronger, provide a greater range of opportunities for employment and improve resilience to times of economic uncertainty. This can be achieved through diversification and sustainability. Diversification may also reduce adverse impacts on natural and historic heritage assets upon which some activities are based, and people's experience of them.
14. The [Marine Policy Statement \(3.11.2\)](#) recognises that tourism can offer a number of benefits and costs to individuals and local communities specifically in terms of development, town characteristics and well-being effects. These effects can help inform the types of marine activities that could be used to encourage and attract tourism to coastal town and city areas and develop new strains of tourism such as eco-tourism.
15. Tourism and recreation activities are recognised as important contributors to local economies and as sources of income for coastal communities. The recreational boating industry alone has been estimated to contribute £1.042 billion to the UK economy. Tourism and recreation also provides many social benefits for communities such as improved health (mental and physical) and wellbeing, greater social cohesion and it creates jobs. With tourism forecast to increase by 4% annually through to 2025 ([Deloitte, 2013](#)) it is essential that it is managed sustainably with focus on diversification and on sectors like eco-tourism.

## **Who is this of interest to?**

16. All public authorities; Marine Management Organisation licensing, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Terrestrial Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, tourism promotion agencies and destination management organisations, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Coastal Partnerships, Welsh Government.
17. Exmoor and Dartmoor National Park Authorities, AONBs' and Heritage Coasts' management bodies.

## How should this policy be applied?

18. Proposals for tourism and recreation that support diversification of activities and use of facilities beyond typical usage patterns (in both time and location) should be supported.
19. Proposals should demonstrate how different types of activity add value to the offer and identify how diversity will strengthen the sector and increase the sustainable socio-economic benefits for coastal communities (including addressing the challenges outlined in Sustainable Tourism in England: A framework for action).
20. Proposals should encourage and enable more frequent recreational use by local populations but should at all times consider maintenance or enhancement of the quality of the natural environment, seascape and heritage assets in line with the other plan objectives.
21. Public authorities should identify where opportunities for diversification exist, including tourism and recreation activities which are outside of established patterns of use and seasons.
22. Public authorities should make sure that the development and/or diversification of activities should not be to the detriment of already successful (in some cases seasonal) tourism and recreation. This will avoid adverse effects on existing economic and social benefits for local people and visitors.
23. 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 impacts on tourism and recreation activities.

## Signposting

24. Existing measures which relate to, and may contribute to the achievement of this policy include:
  - Local authorities (districts, unitary authorities, and counties) set out locally specific plans for activities that enable diversification of economic activity through measures in related statutory plans
    - List relevant LA's here.
  - Local Enterprise Partnerships (LEP) that overlap with the North West Marine Plan Area are: list to be added.
  - [Economic baseline assessment for the North East, North West, South East and South West marine plans](#)
  - [Sustainable Tourism in England: A framework for action](#)
  - [Marine Policy Statement \(3.1\)](#)
  - [National Planning Policy Framework](#) (see box 3)
  - [Water Framework Directive](#)
25. Further information and guidance that may help in implementing the policy include:
  - [Social impacts of fisheries, aquaculture, recreation, tourism and marine protected areas \(MPAs\) in marine plan areas in England \(MMO 1035\)](#)

- [Managing marine recreational activities \(NECR242\)](#)
- [Marine Information System](#) (Recreational Models MMO1064 and RYA Recreational Boating layers)

Iteration 3 draft

## Policy drafting template SW-TR-2

<b>HLMO</b>	<i>Ensuring a healthy and just society</i>	<b>Sub bullet(s)</b>	<i>The use of the marine environment is benefiting society as a whole, contributing to resilient and cohesive communities that can adapt to coastal erosion and flood risk, as well as contributing to physical and mental wellbeing.</i>
<b>Grouping</b>	Tourism and recreation	<b>Code</b>	SW-TR-2

### Policy

#### SW-TR-2

**Proposals must demonstrate that they will, in order of preference:**

- a) avoid
- b) minimise
- c) mitigate

**significant adverse impacts on tourism and recreation activities and on the functionality and aesthetics of the marine and coastal ecosystem that support them and other natural capital services.**

### What is tourism and recreation?

1. Tourism can be defined as the activities of persons (often recreational in nature) travelling to and staying in, places outside their usual environment. Recreation refers to an activity of leisure, carried out by local residents near where they live and in their discretionary time.
2. The sea can provide a variety of tourism and recreational opportunities. These will vary from area to area but will include pleasure boating, sailing, recreational diving (including diving on wrecks), sea angling, kayaking and surfing, as well as exploration of underwater and coastal heritage assets. The coast also provides inspiration for a range of artistic and cultural activities and food-based tourism. There is also growing interest in eco-tourism and wildlife experiences. All these activities can generate a considerable amount of income for the economy and can be a mainstay for many coastal towns, supporting their quality of life, and providing health and wellbeing benefits, with many local businesses relying on the marine environment for their livelihoods. These activities will be enhanced by a well-managed and healthy marine environment, attractive and well-maintained beaches, seashore and clean bathing water. [Marine Policy Statement \(3.11.2\)](#)
3. Many seaside towns have developed cultural facilities to attract visitors all year round, although some marine activities will of necessity be restricted by the weather and many family holidays are taken during the summer school holidays. [Marine Policy Statement \(3.11.2\)](#)

## **Natural capital**

4. Natural capital is the sum of our ecosystems, species, freshwater, land, soils, minerals, our air and our seas. These are all elements of nature that either directly or indirectly bring value to people and the country at large. They do this in many ways but chiefly by providing us with food, clean air and water, wildlife, energy, wood, recreation and protection from hazards.

## **Where is tourism and recreation in the south west marine plan area?**

5. Coastal tourism and recreation are vital industries right across the south west plan area. People are drawn nationally and internationally to the beaches, weather and food. The local population is closely bonded with the sea as the shape of the south west of England means you are never far from the coast.
6. The coastline of Devon and Cornwall is known for being picturesque and coupled with the warm and mild weather makes tourism and recreation an integral part of the economy. There are a number of excellent beaches throughout the area with the addition of several renowned surfing spots including the possibility of a World Surfing Reserve in Croyde. In addition, there are a total of 16 blue flag beaches across the area, the most of all marine plan areas in England.
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8. As you move further from Bristol in the estuary sailing becomes more prevalent and there is further coastal tourism centred on towns like Burnham-on-Sea, Minehead and Watchet. Recreational angling continues to be popular especially for skate.
9. Localised hubs of activity relating to the harbours at Lynton/Lynmouth, Combe Martin and Ilfracombe – supporting traditional fishing fleets and coastal tourism, including water sports. Recreational sailing and cruising routes link destinations along both the Welsh and English coasts, including charters by historic vessels including the MV Balmoral and Waverley paddle steamer
10. Lands End and Lizard Point are major visitor attraction for Cornwall as is the rest of the coastline with its sandy coves and coastal paths. The south coast continues the theme of being a popular holiday destination with caravan and camping sites often visible along the coast. Recreational activities are wide ranging from sailing (with a large marine at Falmouth and safe moorings in many harbours), fishing, diving, water-skiing and surfing.
11. South Devon, including Plymouth, is another popular area for water sports. The area is in fact a Royal Yacht Association sailing area. There are several National Trust Estates adjacent to Plymouth Sound and estuaries with vistas across the seascape.

12. The South West Coast Path is the longest in the country at 630 miles. Starting at Minehead in Somerset it runs along the coastline of Exmoor, continuing along the coast of North Devon into Cornwall. It follows the entire coastline of Cornwall, goes across the mouth of the River Tamar and continues into Devon. After running along the south coast of Devon it then follows the Dorset coastline into the south plan area.

**When does tourism and recreation take place in south west marine plan area?**

13. Both tourism and recreation are subject to seasonal highs and lows throughout the year and across the plan area. This means that, where possible, construction should be undertaken during the low season (autumn/winter) with consideration for overwintering mobile species.

**Why is tourism and recreation important to the south west marine plan area?  
Why are they important?**

14. Tourism and recreation are important, established sectors within the south west marine plan area. The south west has a tourism employment dependency of 8.63% - the highest in the country ([MMO Project No: 1035](#)). However, they need to be stronger, provide a greater range of opportunities for employment and improve resilience to times of economic uncertainty. This can be achieved through diversification and sustainability. Diversification may also reduce adverse impacts on natural and historic heritage assets upon which some activities are based, and people's experience of them.

15. The [Marine Policy Statement \(3.11.2\)](#) recognises that tourism can offer a number of benefits and costs to individuals and local communities specifically in terms of development, town characteristics and well-being effects. These effects can help inform the types of marine activities that could be used to encourage and attract tourism to coastal town and city areas and develop new strains of tourism such as eco-tourism.

16. Tourism and recreation activities are recognised as important contributors to local economies and as sources of income for coastal communities. The recreational boating industry alone has been estimated to contribute £1.042 billion to the UK economy. Tourism and recreation also provides many social benefits for communities such as improved health (mental and physical) and wellbeing, greater social cohesion and it creates jobs. With tourism forecast to increase by 4% annually through to 2025 ([Deloitte, 2013](#)) it is essential that it is managed sustainably with focus on diversification and on sectors like eco-tourism.

**Who is this of interest to?**

17. All public authorities; Marine Management Organisation licensing, Natural England, IFCA, PINS, BEIS, JNCC, MCA, Environment Agency, Terrestrial Planning Authorities, DCMS, Defra, Cefas, The Crown Estate, Historic England, Harbour Authorities, Oil and Gas Authority, Local Enterprise Partnerships, Local Flood Authorities, Regional Flood and Coastal Committees, DfT, MHCLG, Seafish, MOD, Home Office, Big Lottery Fund, Visit England, UK Hydrographic Office, Office of National Statistics, Animal and Plant Health Agency, Coastal Partnerships, Welsh Government, Scottish Government, Isle of Man Government.

18. Other management plans and landscape designations/ definitions including National parks, AONBs and Heritage Coasts, neighbourhood management plans.

**How should this policy be applied?**

19. Proposals for new developments or activities should demonstrate that they will, in order of preference, avoid, minimise or mitigate impact which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits - proposals cannot proceed to (b) unless they have first demonstrated why they cannot meet (a) etc. Proposals should include supporting information demonstrating how they will enhance or promote tourism and recreation activities. Evidence in support of tourism and recreation activities is not a substitute for avoiding, mitigating or minimising adverse impacts

20. Inclusion of supporting 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.

21. If these criteria cannot be met by a proposal, where it requires an authorisation decision, it will only be authorised if there are relevant considerations in line with the Marine and Coastal Access Act (2009) (Section 58(2)).

22. Proposals must include evidence of any recreation and tourism activities taking place in the subject area, or elsewhere which it potentially affects.

23. Proposals must demonstrate how they have considered tourism and recreation industry activities, including boating routes, to make sure existing activities can continue and grow. This should include a stakeholder consultation strategy and should be carried out early on in the process.

24. Proposals for change of use of existing static infrastructure that would be subject to relevant licensing and permission processes will need to comply with this policy.

25. Public authorities must assess potential impacts, positive and negative, direct and indirect, permanent and temporary, as well as cumulative effects on recreation and tourism activities. Adverse impacts may include restricting access to areas where recreation activities take place, reducing the length of the season within which tourists may visit a natural or historic heritage attraction, or any actual physical impact. Enhancement is not a substitute for avoidance, minimisation or mitigation measures.

26. Public authorities must take into account evidence of consultation with the tourism and recreation industry (including with the recreational boating sector), the outcome of those discussions and any mitigation required.

27. Public authorities, in line with their statutory duties, may need to bring forward proposals to maintain safe navigation within harbour areas or carry out emergency work, such as in response to a marine incident. These activities take precedence over others including recreational activities, see policy NW-PS-3 for more information.

28. This policy builds on the requirement in the environmental impact assessment process to identify issues and list receptors that may be affected by the proposal including the Public Right of Navigation. In assessing the impact of development on tourism and recreation including recreational boating, proposals must also include any provisions set out relating to the assessment of commercial shipping in those policy areas.
29. As some tourism and recreation growth can have a negative impact on the environment, and subsequently a negative impact on itself, its social benefits and associated economic impacts, public authorities and proposals must also consider objectives and policies that seek to protect biodiversity, historic heritage and seascape.
30. 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 impacts on tourism and recreation activities.

### **Signposting**

31. Existing measures which relate to, and may contribute to the achievement of this policy include:
- Local authorities (districts, unitary authorities, and counties) set out locally specific plans for activities that enable diversification of economic activity through measures in related statutory plans
    - List relevant LA's here.
  - Local Enterprise Partnerships (LEP) that overlap with the North West Marine Plan Area are: list to be added.
  - [Economic baseline assessment for the North East, North West, South East and South West marine plans](#)
  - [National Policy Statement for Energy EN-1](#) (S-REN-1)
  - [Electricity Market Reform EMR](#) (S-REN-1)
  - [Renewable Energy Roadmap](#) (S-REN-1)
  - [Clean Growth Strategy](#) (S-REN-1)
  - [Resource mapping completed by The Crown Estate](#) (S-REN-1)
  - [Offshore Renewable Energy Catapult](#) (S-REN-1)
  - [European Fisheries Areas Network Guides](#) (S-FISH-1)
  - [Marine Policy Statement \(3.1\)](#) (NE-SCP-1)
  - [National Planning Policy Framework](#) (see box 3)
  - [Solway Coast AONB Management Plan 2015-2020](#)
32. Further information and guidance that may help in implementing the policy include:
- [Social impacts of fisheries, aquaculture, recreation, tourism and marine protected areas \(MPAs\) in marine plan areas in England \(MMO 1035\)](#)
  - [Managing marine recreational activities \(NECR242\)](#)
  - [Marine Information System](#) (Recreational Models MMO1064 and RYA Recreational Boating layers)