



Marine  
Management  
Organisation

**A hypothetical  
example of marine  
plan use:  
Decisions in  
accordance with  
the East Marine  
Plans (section  
58(1) of the Marine  
and Coastal  
Access Act 2009)**



...ambitious for our seas and coasts



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If referencing this document, please cite it as: A hypothetical example of marine plan use: Decisions made in accordance with the East Marine Plans (section 58(1) of the Marine and Coastal Access Act 2009) (Marine Management Organisation 2024)

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# 1. Introduction

Section 58(1) of the Marine and Coastal Access Act 2009 (MCAA) states that a public authority must take any authorisation or enforcement decision in accordance with the appropriate marine policy documents, unless relevant considerations indicate otherwise.

Furthermore, if a public authority takes an authorisation or enforcement decision otherwise than in accordance with the appropriate marine policy documents, the public authority must state its reasons. MCAA defines “Public authorities” (section 322) as including local planning authorities, government departments and Ministers of the Crown. “Authorisation or enforcement” decisions are defined as relating to “the doing of any act which affects or might affect the UK marine area”. “Appropriate marine policy documents” includes marine plans and the Marine Policy Statement (as defined under MCAA section 59).

This guidance is, therefore, aimed primarily at public authority decision-makers. However, it is also relevant to applicants for authorisations in order to improve the quality of the consideration of marine plans in their applications (and in turn support efficient determinations by the decision-makers). Furthermore, while focussed on the marine licensing process, the MMO recommends a similar approach to marine plan policy assessment be utilised by public authorities when taking decisions on applications for their s58(1) authorisations that affect the marine area (eg planning consents by local planning authorities).

It will take a hypothetical example using the [East Inshore and Offshore Marine Plans](#) (hereafter referred to as “the East Marine Plan”) as its appropriate marine policy document, and is sited in the east marine plan area. However, the approach described can be applied to any marine plan and area (although similar examples for other marine plans are available on the [Using Marine Plans](#) webpages). Furthermore, examples shown can be taken to provide guidance for similar marine plan policy assessments required to support other authorisations (eg application to a local planning authority for planning consent that has an impact on the marine area).

**Please note that this guidance uses the hypothetical worked example purely for illustrative purposes only. It is designed as a helpful guide to the process. It does not provide step-by-step instructions. Importantly it should not be considered advice or give an expectation that future applications will be considered in any particular way. Each application is individually considered on its own facts and circumstances, in accordance with the relevant statutory provisions and guidance applicable. Decisions taken in this example are not to be taken as representative of how the MMO will consider and decide future applications. If, having read this guide, applicants remain unsure as to the application process then they should seek their own independent professional advice.<sup>1</sup>**

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<sup>1</sup> For more information on the assessment and approval process see [marine licence application timelines](#).

Marine plans provide a clear, evidence-based approach to inform decision-making by marine users and regulators on where activities might take place within the marine plan area. The vision and objectives of the marine plan aim to deliver sustainable development in the marine environment, through a combination of plan policies.

This example focuses on plan policy considerations and does not consider other aspects of licence applications or decisions in any detail, for example Habitats Regulations Assessments (HRA) or Environmental Impact Assessments (EIA).

## 2. Marine Policy Statement and Marine Plans

The [UK Marine Policy Statement](#) (MPS) provides the policy framework for the marine planning system. It provides the context for marine plans. Marine plans put into practice the objectives for the marine environment that are identified in the MPS alongside the [National Planning Policy Framework](#) (NPPF) and the [Localism Act 2011](#).

A marine plan:

- sets out priorities and directions for future development within the plan area
- informs sustainable use of marine resources
- helps marine users understand the best locations for their activities, including where new developments may be appropriate

A marine plan also provides guidance on activities to promote or avoid for some locations. They could also support an activity that is important to stakeholders.

Each marine plan contains policies that guide those who use and regulate the marine area to encourage sustainable development while considering the environment, economy and society.

Marine plans apply to all authorisation and enforcement decisions for activities within or affecting the plan area. This should be acknowledged and considered in the application and decision-making process.

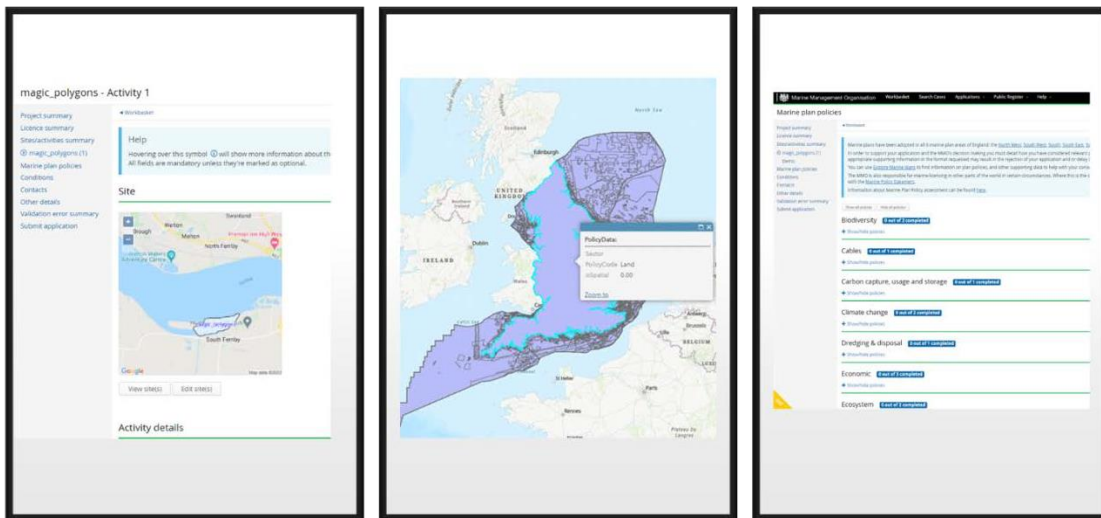
## 3. Application

The following sections consider a marine licence application, but the information provided on Marine Plan Policy Assessment (MPPA) is suggested as applying to any public authority making an authorisation decision under s58(1) of the Marine and Coastal Access Act 2009 (see 1 Introduction) including applications to Local Planning Authorities for planning permissions).

Applications for a marine licence include a dedicated marine plan policy screen. The screen uses site location data provided by the applicant to query an ArcGIS marine plan policy layer (see Figure 1). It then displays results in policy sector groupings in the new marine licence application form plan policy screen (see Figure 2).

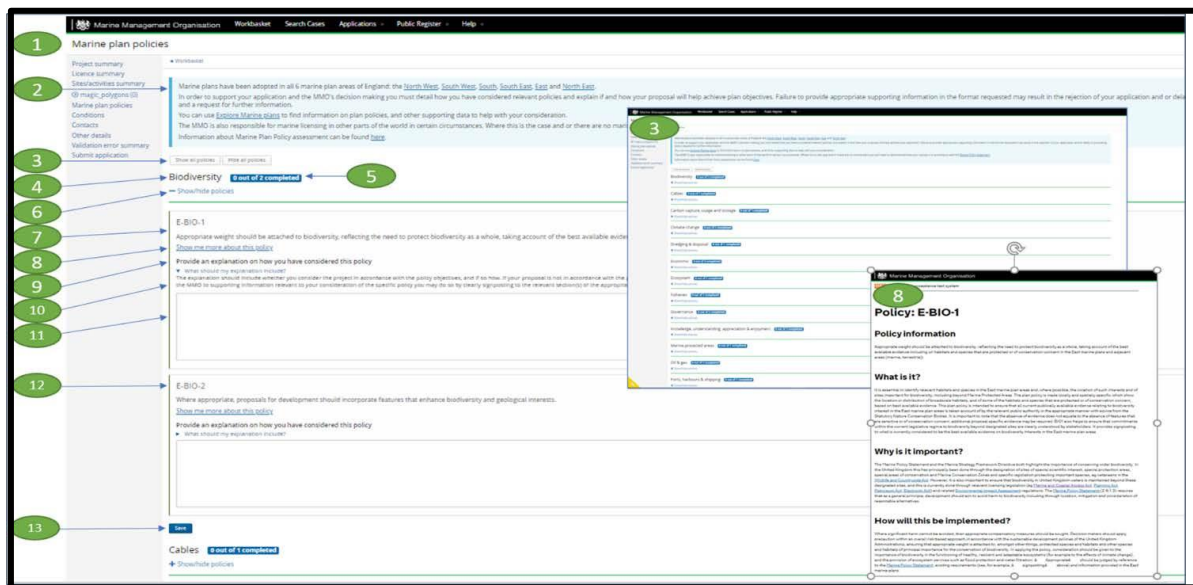
The hypothetical example is based on a theoretical National Strategic Infrastructure Project (NSIP) to undertake clearance of unexploded ordnance (UXO) for an offshore wind farm development. While the example is relating to the installation of offshore wind farm over 100 MW, which is classified as an NSIP and falls under Section 58(3) of the [Marine and Coastal Access Act](#) (MCAA), the UXO clearance works fall under Section 58(1) of MCAA and a decision would need to be “in accordance with” the relevant marine plan.

**Figure 1 ArcGIS Marine Plan Policy Layer**



The screen contains various features to improve the applicant experience and facilitate the provision of marine plan policy information to support the application.

**Figure 2 Marine Licence Application Form Marine Plan Policy Screen**



\* The numbers 1-13 in Figure 2 are detailed below:

1. A dedicated marine plan policy page and left-hand menu tab
2. A blue banner at the top of the new marine plan policy section of the application form to set expectation and provide useful links.

3. Show all policies/hide all policies buttons. This feature allows the applicant to collapse and or reopen all policies on mass to suit preference.
4. Policies are categorised and grouped. The policy category in the image is 'Biodiversity'. Based on the location selected in this example there are two biodiversity policies relevant.
5. A flag is incorporated in the design to allow easy identification of incomplete sections.
6. Policies can be opened and hidden again on an individual basis. This can be used in combination with feature 3 to collapse all policies and help the applicant work through the screen systematically section by section.
7. The policy reference is shown along with the relevant policy text for ease of consideration.
8. A hyperlink 'Show me more about this policy' is included. The link opens a separate window and allows the applicant to find out more about the policy in question.
9. A statement provides a prompt to applicants directing them to explain how they have considered the specific policy.
10. The statement in 9 is supported by a space saving help text option 'what should my explanation include?'. When selected some more detailed narrative is provided:

*'The explanation should include whether you consider the project in accordance with the policy, and if so how. If your proposal is not in accordance with the policy, please explain why not and include any considerations you believe MMO should take into account when assessing your application.'*

*If you wish to direct the MMO to supporting information relevant to your consideration of the specific policy, you may do so by clearly signposting to the relevant section(s) of the appropriate document(s). You must still provide a summary setting out your policy considerations.'*

11. A free text box is provided to allow customers to document their considerations as requested in 9 and 10.
12. Where a policy category has more than one policy that is relevant, each policy will be listed one after the other and ordered using the policy reference. In the example BIO1 appears before BIO2.
13. A save feature is provided for customers to provide assurance and ensure information is not lost in error. When used the save button automatically closes the section being worked on and opens the next incomplete section. Text entered

is also saved automatically when applicants navigate to another part of the application form using the menu.

## 4. What information must I provide?

### Marine plan policies

Relevant policies are displayed within the marine plan policy section of the marine licence application form.

A policy reference for each relevant policy is displayed along with the policy text. Applicants must explain how they have considered the specific policy listed.

The explanation should include whether customers consider the project to be in accordance with the policy, and if so how. If the proposal is not in accordance with the policy customers should explain why not and include any consideration they believe MMO should take into account when assessing the application.

If customers wish to direct the MMO to supporting information relevant to your consideration of the specific policy, they may do so by clearly signposting to the relevant section(s) of the appropriate document(s). Customers must still provide a summary setting out your policy considerations.

### Additional plan and policy information

At the end of the list of relevant policies an additional section is provided for additional plan and policy information.

Customers are asked to provide any further information about their consideration of the [Marine Policy Statement \(MPS\)](#), marine plans and policy objectives they would like the MMO to take into account when determining the application.

If the proposal is not in accordance with marine plans or the [MPS](#) customers should use the section to explain why not and include any consideration they believe MMO should take into account when assessing the application.

### Marine plan policy consideration examples

Applicants need to provide sufficient information as part of their application to allow the authority to determine whether or not the proposal is compliant with marine plan policies. If the authority cannot, on the basis of the information provided, come to a view as to whether or not the decision would be in accordance with the plans it will either return the application (to seek further information to improve the quality of marine plan policy assessment) or refuse to grant the authorisation.

For a high quality marine plan policy consideration the applicant should provide detail on how they will meet the policy aim including any policy hierarchy (avoid, minimise, mitigate, or case for proceeding), reference any relevant evidence such as Habitats Regulation Assessment (HRA), Shadow Habitats Regulation

Assessment (sHRA) and Environmental Assessment (EA), consultations with other relevant authorities such as harbour authorities or how it may be linked to national policy such as the Marine Policy Statement or the National Policy Statement.

To support customers, the MMO has produced Annex A. Annex A is illustrative of the structure and detail of considerations that should be provided in support of an application.

It is important to note, the responses provided in Annex A are only intended to provoke thought about the type of considerations and information that might be provided, in a form that is likely to be most helpful. Customers must provide their own considerations bespoke to their proposed activities to support their application and must not reuse the information set out in the annex.

Failure to provide effective consideration of marine plan policies as described may result in rejection of the application. Guidance on Common Issues with Marine Plan Policy Assessments is available from the [Using Marine Plans](#) webpages.

# Annex A – Marine plan policy assessment

Table 1: East Marine Plan policy assessment example

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
<b>AGG3</b>	<p>Within defined areas of high potential aggregate resource, proposals should demonstrate in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will not, prevent aggregate extraction</li> <li>b) how, if there are adverse impacts on aggregate extraction, they will minimise these</li> <li>c) how, if the adverse impacts cannot be minimised, they will be mitigated</li> <li>d) the case for proceeding with the application if it is not possible to minimise or mitigate the adverse impacts</li> </ul>	<p>The area designated for the proposed activity does not overlap with any aggregate extraction zones, and there are no exploration options, production licences, or application areas nearby. Therefore, AGG3 is not considered to be applicable to the proposal.</p>	1, 2
<b>AQ1</b>	<p>Within sustainable aquaculture development sites (identified through research), proposals should demonstrate in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will avoid adverse impacts on future aquaculture development by altering the sea bed or water column in ways which would cause adverse impacts to aquaculture productivity or potential</li> <li>b) how, if there are adverse impacts on aquaculture development, they can be minimised</li> <li>c) how, if the adverse impacts cannot be minimised they will be mitigated</li> </ul>	<p>No sustainable aquaculture development sites are located within or near the proposed works area, therefore, AQ1 is not considered to be applicable to the proposal.</p>	1, 2

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts		
<b>BIO1</b>	Appropriate weight should be attached to biodiversity, reflecting the need to protect biodiversity as a whole, taking account of the best available evidence including on habitats and species that are protected or of conservation concern in the <a href="#">East Marine Plans</a> and adjacent areas (marine, terrestrial).	<p>Environmental impacts, seabed disturbance, and the potential for significant cumulative effects of the proposed activities have been identified and thoroughly assessed in Section 1. Environmental Impacts within the Supporting Documents supporting this application. Section 1. addresses impacts on local ecosystems, including benthic ecology, fish, shellfish, and marine mammals.</p> <p>It has been concluded that the seabed disturbance and the potential for cumulative effects will be temporary, small scale and localised.</p> <p>If any protected features are identified within the area for the proposed works, the mitigation measures outlined in Section 1. Environmental Impacts within the Supporting Documents will be implemented to ensure that there will be no likely significant adverse impacts on the benthic ecology from the proposed works.</p> <p>Mitigation measures will include micro-siting of infrastructure and cables if a UXO is identified near a sensitive habitat, buffer zones will also be implemented between the UXO and the</p>	2, 4, 6, 7, 8

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
		<p>protected features. Post-clearance monitoring will be undertaken to assess any impacts from the UXO clearance and ensure the effectiveness of the mitigation measures.</p> <p>The proposal is considered to be in accordance with policy BIO1.</p>	
<b>BIO2</b>	Where appropriate, proposals for development should incorporate features that enhance biodiversity and geological interests.	Clearance of unexploded ordnance will be carried out only if necessary, and there will be no opportunity to enhance biodiversity or geological interests. Therefore, BIO2 is not considered applicable to the proposal.	6, 7, 8
<b>CAB1</b>	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant.	Cable installation is not part of the proposed works, and there will be no impact on existing cable infrastructure. Consequently, CAB1 is not considered to be applicable to the proposal.	1, 2, 3
<b>CCS2</b>	Carbon Capture and Storage proposals should demonstrate that consideration has been given to the re-use of existing oil and gas infrastructure rather than the installation of new infrastructure (either in depleted fields or in active fields via enhanced hydrocarbon recovery).	Carbon capture and storage is not part of the proposed works, and the activity will not prevent Carbon Capture and Storage developments. Consequently, CCS2 is not considered applicable to the proposal.	1, 2, 9, 10
<b>CC1</b>	Proposals should take account of:	The proposed UXO clearance is set to take place within the area designated for the development of an offshore wind farm. The proposed windfarm	6, 9

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	<p>a) how they may be impacted upon by, and respond to, climate change over their lifetime and</p> <p>b) how they may impact upon any climate change adaptation measures elsewhere during their lifetime</p> <p>Where detrimental impacts on climate change adaptation measures are identified, evidence should be provided as to how the proposal will reduce such impacts.</p>	<p>development will be key in supporting climate change adaptation by providing renewable energy and reducing the UK's reliance on fossil fuels, thereby contributing to the national objectives and efforts to reduce greenhouse emissions. The proposal is therefore considered to be in accordance with CC1.</p>	
<b>CC2</b>	<p>Proposals for development should minimise emissions of greenhouse gases as far as is appropriate. Mitigation measures will also be encouraged where emissions remain following minimising steps. Consideration should also be given to emissions from other activities or users affected by the proposal.</p>	<p>Energy-efficient low-emission technologies and optimising planning and coordination of transportation to reduce fuel consumption (and where possible use hybrid vehicles) during UXO clearance will minimise direct emissions.</p> <p>Additionally, as this activity supports the development of an offshore windfarm, it will reduce the UK's reliance on fossil fuels, thereby contributing to the national objectives and efforts to reduce greenhouse gas emissions.</p> <p>By implementing these strategies, the proposal is considered to be in accordance with policy CC2.</p>	3, 6, 9
<b>DD1</b>	<p>Proposals within or adjacent to licensed dredging and disposal areas should demonstrate, in order of preference</p> <p>a) that they will not adversely impact dredging and disposal activities</p>	<p>The proposed works are not within or adjacent to an area licensed for dredging and disposal. Therefore, DD1 is not considered to be applicable to the proposal.</p>	1, 2, 6, 7, 8

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	<ul style="list-style-type: none"> <li>b) how, if there are adverse impacts on dredging and disposal, they will minimise these</li> <li>c) how, if the adverse impacts cannot be minimised they will be mitigated</li> <li>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</li> </ul>		
<b>EC1</b>	Proposals that provide economic productivity benefits which are additional to Gross Value Added currently generated by existing activities should be supported.	The proposed works is considered to be in accordance with EC1 as it will support the development of renewable energy, which will provide economic productivity benefits by providing energy security and promoting long-term sustainable growth.	1, 4
<b>EC2</b>	Proposals that provide additional employment benefits should be supported, particularly where these benefits have the potential to meet employment needs in localities close to the marine plan areas.	The proposed UXO clearance works will support the development of an offshore wind farm, this development will create and promote the development of numerous skilled jobs. Through partnering with local training programs, the OWF development will enhance the long-term employability of local workforce as the renewable energy sector grows. The development will also increase the need of port and harbour activities, which will lead to further job opportunities. The proposed activity is therefore considered to be in accordance with policy EC2.	2, 3, 4
<b>EC3</b>	Proposals that will help the east marine plan areas to contribute to offshore wind energy generation should be supported.	The proposed activity is for clearance of UXO which will take place within and support the development of an offshore windfarm, therefore	3

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
		this proposal is considered to be in accordance with EC3 as it will contribute to offshore wind energy generation within the East marine plan areas.	
ECO1	Cumulative impacts affecting the ecosystem of the <a href="#">East Marine Plans</a> and adjacent areas (marine, terrestrial) should be addressed in decision-making and plan implementation.	<p>The cumulative impacts of the proposed activity affecting the ecosystem have been evaluated within Section 1. Environmental Impacts within the Supporting Documents. With potential impacts identified on environmental receptors such as benthic ecology, marine mammals and ornithology, and those under the Water Framework Directive.</p> <p>The Supporting Document considered factors such as the temporary nature of the activity, the small spatial scale of the disturbance, and the mitigation measures that will be employed to minimise environmental impacts. Mitigation measures will include micro-siting of infrastructure and cables if a UXO is identified near a sensitive habitat. Buffer zones will also be implemented between the UXO and the protected features. Post-clearance monitoring will be undertaken to assess any impacts from the UXO clearance and ensure the effectiveness of the mitigation measures.</p> <p>Further details can be found within Section 1. of the Supporting Documents which concludes that</p>	4, 6, 7, 8

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
		the proposed activity, being temporary and small scale, will not result in significant effects on these receptors, therefore the proposal is considered to be in accordance with policy ECO1.	
<b>ECO2</b>	The risk of release of hazardous substances as a secondary effect due to any increased collision risk should be taken account of in proposals that require an authorisation.	<p>By adhering to and implementing best practise such as the Guidance for Pollution Prevention, which outlines measures such as proper storage and handling of hazardous substances, the project will ensure that any risks of accidentally hazardous substances are insignificant.</p> <p>Additionally, the Supporting Documents for this application conclude that, by adhering to traffic management and safety protocols, the proposed activity will have no significant effects on shipping and navigation. Additional details are provided within Section 1. Environmental Impacts the Supporting Documents. As a result, the proposal is considered to be in accordance with policy ECO2.</p>	4, 6, 7, 8
<b>FISH1</b>	<p>Within areas of fishing activity, proposals should demonstrate in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will not prevent fishing activities on, or access to, fishing grounds</li> <li>b) how, if there are adverse impacts on the ability to undertake fishing activities or access to fishing grounds, they will minimise them</li> <li>c) how, if the adverse impacts cannot be minimised, they will be mitigated</li> </ul>	Although the proposed activity is located within a key fishing ground, its temporary nature and the relatively small area it occupies, compared to the total fishing grounds available to the fleet, mean that only a minor area will be affected. Liaison will also be undertaken with the local fishing sector representatives to inform them of the clearance works in order to further minimise adverse impacts. As a result, the adverse	1, 2, 4

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	<p>d) the case for proceeding with their proposal if it is not possible to minimise or mitigate the adverse impacts</p>	<p>impacts on commercial fisheries (assessed in Section 2. Socio-Economic Impacts within the Supporting Documents), will not be no significant. Therefore, this proposal is considered to be in accordance with policy FISH1.</p>	
<b>FISH2</b>	<p>Proposals should demonstrate, in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will not have an adverse impact upon spawning and nursery areas and any associated habitat</li> <li>b) how, if there are adverse impacts upon the spawning and nursery areas and any associated habitat, they will minimise them</li> <li>c) how, if the adverse impacts cannot be minimised they will be mitigated</li> <li>d) the case for proceeding with their proposals if it is not possible to minimise or mitigate the adverse impacts</li> </ul>	<p>The disturbance impacts associated with the proposed UXO clearance works will only be short-term and limited within the proposed area for the offshore windfarm. It is unlikely that these activities will significantly affect fish spawning activity or key nursery habitat. Furthermore, modelling outlined in the Supporting Documents indicates that the planned works will not any significant effects on fish receptors, see Section 1. Environmental Impacts within the Supporting Documents for further details. Therefore, this proposal is considered to be in accordance with policy FISH2.</p>	<p>1, 2, 6, 7, 8</p>
<b>GOV1</b>	<p>Appropriate provision should be made for infrastructure on land which supports activities in the marine area and vice versa.</p>	<p>There will be no works undertaken on land, the proposed activity is within the offshore environment, therefore, GOV1 is not considered to be applicable to the proposal.</p>	<p>1, 3, 4, 7, 9, 10</p>
<b>GOV2</b>	<p>Opportunities for co-existence should be maximised wherever possible.</p>	<p>Although the proposed works are small scale and temporary the potential for coexistence with other marine activities has been considered. Prior to any clearance activities taking place, an assessment will be conducted to identify and engage with other sea users. These stakeholders will be engaged with early in the process, and there will be careful scheduling of activities to</p>	<p>1, 3, 4, 7, 8, 10</p>

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
		<p>minimise disruption. Furthermore, local mariners and fishermen's organisations will be made fully aware of the activity through a local Notice to Mariners.</p> <p>The proposal is therefore considered to be in accordance with policy GOV2.</p>	
<b>GOV3</b>	<p>Proposals should demonstrate in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will avoid displacement of other existing or authorised (but yet to be implemented) activities</li> <li>b) how, if there are adverse impacts resulting in displacement by the proposal, they will minimise them</li> <li>c) how, if the adverse impacts resulting in displacement by the proposal, cannot be minimised, they will be mitigated against or</li> <li>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts of displacement</li> </ul>	<p>The proposed UXO clearance works are to take place to support a consented offshore windfarm, therefore, this activity will not displace this authorised activity.</p> <p>For consideration of other activities such as marine traffic and fishing fleets, the proposed activity will be adhering to traffic management and safety protocols to manage or reduce interference with marine traffic. Consequently, the proposed works will not result in the displacement of other existing or authorised activities and is considered to be in accordance with policy GOV3.</p>	1, 4, 8, 10
<b>SOC1</b>	<p>Proposals that provide health and social well-being benefits including through maintaining, or enhancing, access to the coast and marine area should be supported.</p>	<p>The activity is to take place offshore, therefore, the proposed works do not have scope to maintain, or enhance access to the coast and marine area. The works will not prevent access. Therefore, SOC1 is not considered to be applicable to the proposal.</p>	2, 4
<b>SOC2</b>	<p>Proposals that may affect heritage assets should demonstrate, in order of preference:</p>	<p>Identification of heritage locations have been assessed through detailed surveys and mapping</p>	4, 5

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	<ul style="list-style-type: none"> <li>a) that they will not compromise or harm elements which contribute to the significance of the heritage asset</li> <li>b) how, if there is compromise or harm to a heritage asset, this will be minimised</li> <li>c) how, where compromise or harm to a heritage asset cannot be minimised it will be mitigated against or</li> <li>d) the public benefits for proceeding with the proposal if it is not possible to minimise or mitigate compromise or harm to the heritage asset</li> </ul>	<p>the seabed, attached within Section 3. Cultural Heritage of the Supporting Documents. The impacts are considered to be limited due to the small-scale nature of the proposed works, consequently, the proposed works will avoid disturbing areas with cultural or historical significance. Therefore, the proposal is considered to be in accordance with policy SOC2.</p>	
<b>SOC3</b>	<p>Proposals that may affect the terrestrial and marine character of an area should demonstrate, in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will not adversely impact the terrestrial and marine character of an area</li> <li>b) how, if there are adverse impacts on the terrestrial and marine character of an area, they will minimise them</li> <li>c) how, where these adverse impacts on the terrestrial and marine character of an area cannot be minimised they will be mitigated against</li> <li>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</li> </ul>	<p>Owing to the proposed clearance works being conducted underwater, and being short-term and over a limited spatial extent, Section 4 of the Visual Impact Assessment within the Supporting Documents considers there will be no adverse impact on the marine character of the area.</p> <p>The proposed works are considered to be in accordance with policy SOC3.</p>	4, 5

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
<b>MPA1</b>	Any impacts on the overall Marine Protected Area network must be taken account of in strategic level measures and assessments, with due regard given to any current agreed advice on an ecologically coherent network.	<p>A Habitats Regulations Assessment was conducted to evaluate likely significant adverse impacts on the protected sites, considering impacts both alone and in-combination on the Marine Protected Areas in the vicinity. Further detail can be found within Section 1.2. Habitats Regulation Assessment within the Supporting Documents, which concluded that there will be no adverse impacts on designated sites or their features owing to the proposed clearance works. This was owing to small spatial scale, temporary nature of the activity, and the mitigation measures proposed. Mitigation measures include use of micro-siting, low-impact techniques and monitoring.</p> <p>Therefore, the proposed works are considered to be in accordance with policy MPA1.</p>	2, 4, 6, 7, 8
<b>OG1</b>	Proposals within areas with existing oil and gas production should not be authorised except where compatibility with oil and gas production and infrastructure can be satisfactorily demonstrated.	The proposed works is not within an area of existing oil and gas production, therefore, policy OG1 is not considered to be applicable to the proposal.	1, 2
<b>OG2</b>	Proposals for new oil and gas activity should be supported over proposals for other development.	The proposed works are neither for oil and gas activity, nor located within an area for future oil and gas production, therefore, OG2 is not considered to be applicable to the proposal.	1, 2
<b>PS1</b>	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance should	The proposed activity will not significantly reduce under-keel clearance as static sea surface infrastructure is not required as part of the	1, 2

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	not be authorised in International Maritime Organization designated routes.	proposed clearance works. Therefore, PS1 is not considered to be applicable to the proposal.	
<b>PS2</b>	<p>Proposals that require static sea surface infrastructure that encroaches upon important navigation routes should not be authorised unless there are exceptional circumstances. Proposals should:</p> <ul style="list-style-type: none"> <li>a) be compatible with the need to maintain space for safe navigation, avoiding adverse economic impact</li> <li>b) anticipate and provide for future safe navigational requirements where evidence and/or stakeholder input allows and</li> <li>c) account for impacts upon navigation in-combination with other existing and proposed activities</li> </ul>	The proposed activity will not encroach upon important navigational routes as static sea surface infrastructure is not required as part of the proposed clearance works. Therefore, PS2 is not considered to be applicable to the proposal.	1, 2
<b>PS3</b>	<p>Proposals should demonstrate, in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will not interfere with current activity and future opportunity for expansion of ports and harbours</li> <li>b) how, if the proposal may interfere with current activity and future opportunities for expansion, they will minimise this</li> <li>c) how, if the interference cannot be minimised, it will be mitigated</li> <li>d) the case for proceeding if it is not possible to minimise or mitigate the interference</li> </ul>	<p>The proposed clearance works are not within a Harbour Authority boundary; therefore, it is unlikely to interfere with current activity and future opportunity for expansion of ports and harbours.</p> <p>Further information is detailed in the Section 2. Socio-Economic Impacts, within the Supporting Documents. This provides an assessment on the potential impacts on shipping and navigation, outlining how the proposed works will avoid impacts on port and shipping operations. These measures include implementing clear communication with port authorities and maritime</p>	1, 2, 3

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
		<p>users, ensuring that the proposed clearance works will be scheduled to minimise overlap with periods of high-traffic.</p> <p>Consequently, the proposal is considered to be in accordance with policy PS3.</p>	
<b>WIND1</b>	<p>Developments requiring authorisation, that are in or could affect sites held under a lease or an agreement for lease that has been granted by The Crown Estate for development of an Offshore Wind Farm, should not be authorised unless</p> <ul style="list-style-type: none"> <li>a) they can clearly demonstrate that they will not compromise the construction, operation, maintenance, or decommissioning of the Offshore Wind Farm</li> <li>b) the lease/agreement for lease has been surrendered back to The Crown Estate and not been re-tendered</li> <li>c) the lease/agreement for lease has been terminated by the Secretary of State in other exceptional circumstances</li> </ul>	<p>The proposed UXO clearance works will take place within the consented boundary for the offshore windfarm, but will support its construction, Therefore, the proposal will not compromise the construction, operation, maintenance, or decommissioning of an offshore wind farm.</p> <p>and will be conducted within agreed timelines to align with the offshore wind farm's construction schedule to avoid any delays. Therefore, the proposed activity is considered to be in accordance with policy WIND1.</p>	1, 2, 3, 9
<b>WIND2</b>	<p>Proposals for Offshore Wind Farms inside Round 3 zones, including relevant supporting projects and infrastructure, should be supported.</p>	<p>The proposed UXO clearance works support the construction of a consented offshore windfarm; therefore, are considered to be in accordance with policy WIND2.</p>	1, 2, 3, 9
<b>TR1</b>	<p>Proposals for development should demonstrate that during construction and operation, in order of preference:</p> <ul style="list-style-type: none"> <li>a) they will not adversely impact tourism and recreation activities</li> </ul>	<p>The proposed clearance activity will be conducted offshore, therefore is not expected have any adverse impacts to tourism and recreation activities. However, However, as RYA boating areas can extend far from land,</p>	1, 2, 4, 5

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
	<ul style="list-style-type: none"> <li>b) how, if there are adverse impacts on tourism and recreation activities, they will minimise them</li> <li>c) how, if the adverse impacts cannot be minimised, they will be mitigated</li> <li>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</li> </ul>	<p>measures will be taken to minimise any disruption to recreational boating. Such measures include establishing clear communication with relevant maritime users and the RYA, and issuing a Notice to Mariners to inform boaters of the proposed activity and its schedule.</p> <p>Therefore, the proposal is considered to be in accordance with TR1.</p>	
<b>TR2</b>	<p>Proposals that require static objects in the east marine plan areas, should demonstrate, in order of preference:</p> <ul style="list-style-type: none"> <li>a) that they will not adversely impact on recreational boating routes</li> <li>b) how, if there are adverse impacts on recreational boating routes, they will minimise them</li> <li>c) how, if the adverse impacts cannot be minimised, they will be mitigated</li> <li>d) the case for proceeding with the proposal if it is not possible to minimise or mitigate the adverse impacts</li> </ul>	<p>No static objects are required as part of the proposed works so there will be no adverse impacts on recreational boating routes. While there will be increased vessel activity to carry out the works, this will be limited to the proposed work area. Adverse impacts from increased vessel activity will also be minimised through consulting with local maritime authorities, recreational boating associations, and stakeholders to provide advance warning of work activities. Additionally, warnings will be transmitted over VHF radio to provide locations of the locations of the work activities taking place. Further assessment of impacts on shipping and navigation can be found within Section 2. Socio-Economic Impacts within the Supporting Documents.</p>	2, 4

Policy Code	Policy Wording	Example to show assessment of the proposal against the policies (summary)	Plan Objective
		Consequently, the proposed activity is considered to be in accordance with proposal TR2.	

## **Additional plan and policy information**

Provide any further information about your consideration of the Marine Policy Statement (MPS), marine plans and policy objectives you would like the MMO to take into account when determining your application.

### **Box 1: Additional plan and policy information**

Please refer to the Supporting Documents attached to this application. As outlined in the MPPA above, Section 1 addresses Environmental Impacts, providing a detailed assessment of potential effects on the marine environment. Section 2 focuses on Socio-Economic Impacts, highlighting previous engagement with local stakeholders and maritime users, ensuring that their concerns have been considered in the planning process. Section 3 addresses Cultural Heritage and Section 4 Visual Impact. Overall, the proposed works are considered to be in accordance with the identified marine plan policies in the East Marine Plans.