

The Land/Sea Interface

Linking Marine and Terrestrial Planning



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THE NEED FOR INTEGRATION


- Tradition of sectorally & geographically separate approaches
- Increasing recognition of the inter-relationship between terrestrial & marine environments
- Importance of marine resources for future economic growth
- Importance of marine activity to the future of coastal communities
- The elevated real estate values of coastal/waterfront sites, & their importance to urban regeneration
- The uncertainties of the future of coastal communities
- The eco-system approach



DAVID TYLDESLEY'S PROPOSAL TO JNCC MARINE NATURE CONSERVATION IRISH SEA PILOT

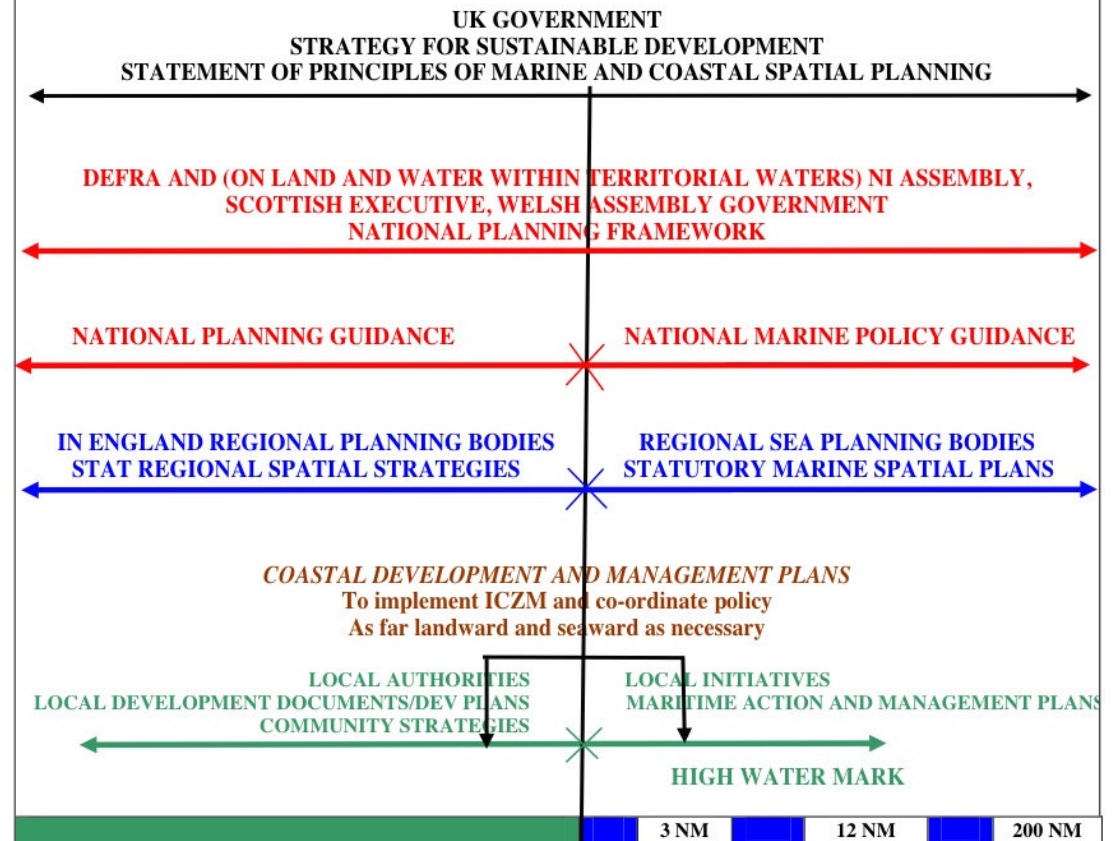
 Submission by DTA summarised the geographical extent of responsibilities and proposed matching hierarchy of plan documents to complement these responsibilities.

 Most importantly recognised the importance of complementarity and linkage between the terrestrial and marine planning systems

 The analysis recognised the divisions in governance at different levels


IRISH SEA PILOT PROJECT: REPORT ON MARINE SPATIAL PLANNING: DTA: 2004


Figure 2: Proposed hierarchy of marine spatial planning





MARINE SPATIAL PLANNING

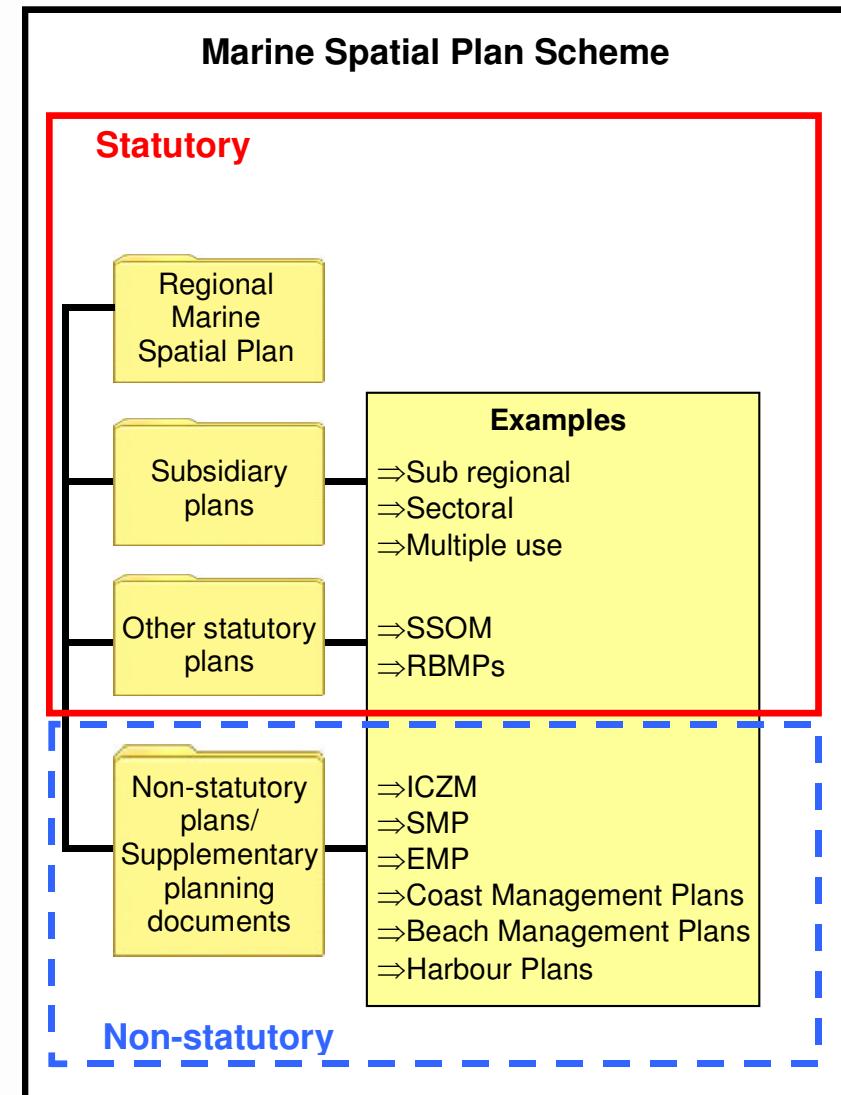
IRISH SEA PILOT

 The Irish Sea Pilot envisaged a development plan scheme (or framework) for marine planning similar to the development plan documents in England

 It would consist of a hierarchy of statutory and non-statutory plans and incorporate those plans produced for related purposes such as Shoreline Management Plans, ICZM, and River Basin Management Plans

 Such a hierarchy would have a terrestrial equivalent in Regional Spatial Strategies, Core Strategies, Area Action Plans, and Supplementary Plans

 There would be an obligation to ensure consistency across plan boundaries



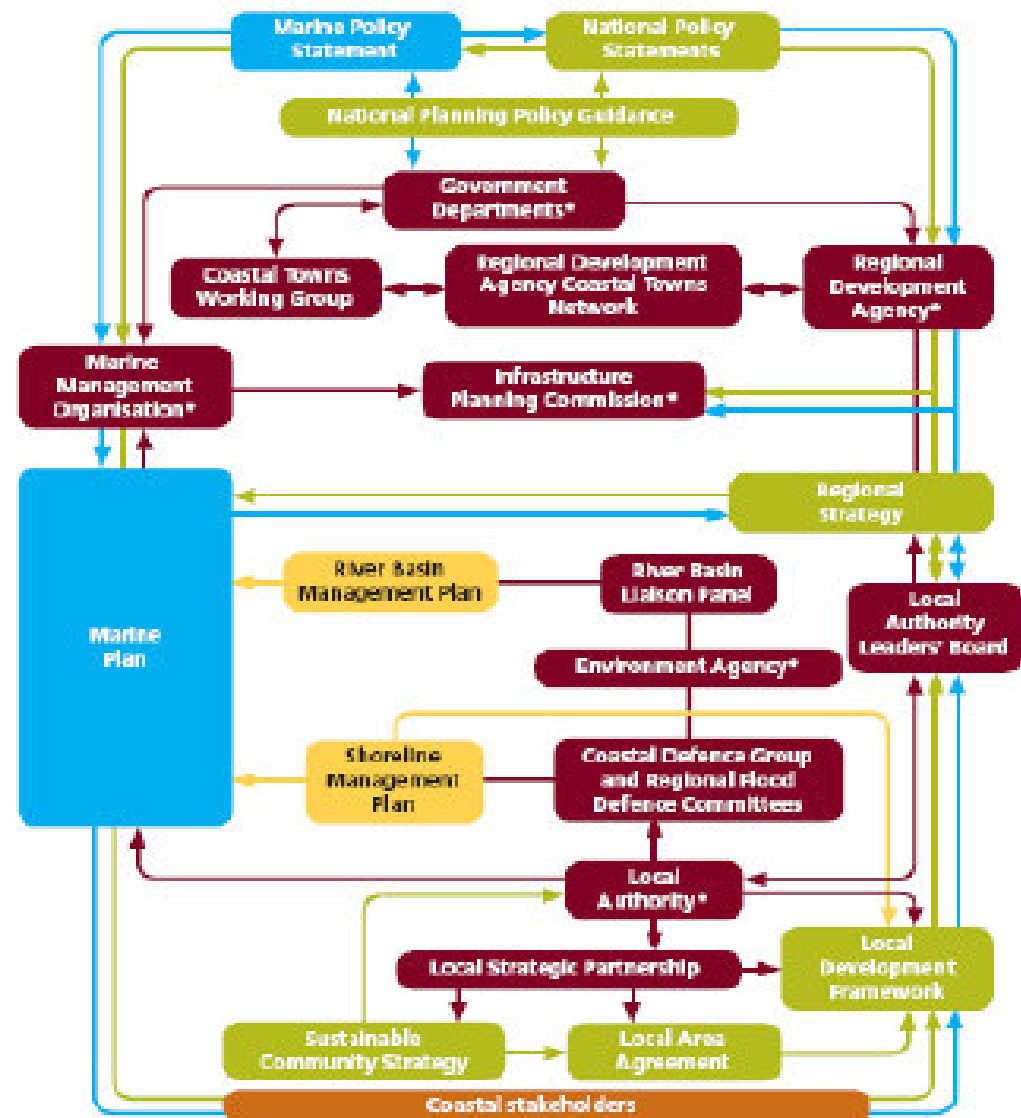
A Strategy for Promoting an Integrated Approach to the Management of Coastal Areas in England - Defra

The national framework for coastal integration

This is neither a strategy or a framework

It is a creditable attempt to translate, in diagrammatic form, the intersection of a variety of programmes, governance arrangements, planning and management documents produced by different agencies in isolation

There must be a better way



Source: A strategy for promoting an integrated approach to the management of coastal areas in England, Defra, © Crown Copyright 2008



TERRESTRIAL PLANNING

- 🏠 LDFs including core strategies and area action plans – lack of progress over 5 years (approx 12% of CS found sound)
- 🏠 Waterfront sites prominent in AAP designation
- 🏠 RSS “a maritime & largely rural region”, coastal SSCTs to accommodate 30% of housing growth, off-shore energy, holiday resort tourism & waterside employment site policies
- 🏠 Major proposals, e.g. Severn Barrage, Hinkley Point, Port of Bristol, Weymouth Olympics



INFRASTRUCTURE PLANNING (2008 PLANNING ACT)

🏢 National Policy Statements (NPS) set out policy on nationally significant infrastructure projects (NSIP)

🏢 NB These policies over-ride LDF and will be material considerations in all infrastructure proposals, alongside PPSs

🏢 Promoters submit applications to IPC following EIA and Community Consultation

🏢 IPC decision on development consent (from 1/3/09) where NPS is 'designated', or recommends to SoS

🏢 Prime consideration is conformity with NPS criteria


🏢 LA advises on consultation, negotiates s106, submits Local Impact Report, monitors and enforces





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NATIONAL POLICY STATEMENTS


 Energy NPSs due in Autumn 2009, to be designated 2010 – Overarching Energy, Nuclear Power (location specific), Renewables, Elec Networks, Fossil Fuel Elec Generation, Oil & Gas Infrastructure.

 Ports & National Networks (road & rail) NPSs – Autumn 2009, designated 2010

 Waste Water – Spring 2010, designated 2011

 Hazardous Waste – Summer 2010, designated 2011

 Water Supply – Late 2010, designated Early 2012

 Aviation (location specific)– Publication and designation 2011



THE ROLE OF THE IPC

- An independent, non-departmental body, established in Bristol and already offering advice to promoters on process
- Deals with applications for generating stations, elec lines, pipelines & gas storage, trunk road alterations, airports, harbours, railways, freight interchanges, reservoirs, waste water treatment plants, hazardous waste facilities and call-ins
- Consents replace PP, LBC, Conservation Area and AM consents; Pipe Lines, Electricity, Gas & Energy Acts consents; Harbour Revision & Empowerment Orders; Transport & Works Act Orders; & some aspects of Coastal Protection & Food & Environment Protection Acts – where applicable
- Anticipating 50 applications in year1
- Guidance on most aspects of work now in place – except examination procedures
- Covers terrestrial and marine projects in England and Wales – **it is blind to the coastal interface**



MARINE PLANNING

- ✚ The importance of the Marine Policy Statement in setting the parameters for marine plans - the top level plan
- ✚ Marine Planning will be Spatial Planning i.e. joined up across territories/boundaries and sectors
- ✚ It will be hierarchical, different levels of detail depending on need
- ✚ It needs to incorporate the MPA network
- ✚ Importance of the MMO's responsibilities for plan making, licensing & enforcement = marine planning
- ✚ Don't confuse plan making with planning. Planning will start on day 1 of MMO
- ✚ Need to pay particular attention to the coastal interface (ICZM?)
- ✚ Importance of data collection and the evidence base



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STAKEHOLDER & COMMUNITY INVOLVEMENT

2008 Planning Act – “duty to consult” on promoters and to produce Statements of Comm. Consultation (SoCC) & Consultation Report

NPS will be subject to stakeholder & community consultation

Marine Plans will require Statements of Public Consultation

MMO will need to collaborate in the production of marine plans, including with LAs

There is to be public consultation on licensing proposals and opportunities to make representations to the appeals process



THE COASTS OF SW ENGLAND

- ✈ Limited number of statutory plans
- ✈ RSS in limbo, and other regional agencies and processes face uncertainty
- ✈ Delays likely in national policy and marine plan production
- ✈ Pressure on coasts continues to grow
- ✈ Major proposals demand deliberative and inclusive decision making processes
- ✈ Significant opportunities for pioneering planning projects in the region with the longest coast in England
- ✈ Ability to build on significant experience and knowledge



WHAT TO DO?

- Ensure that every opportunity is taken to influence emerging policy and plans
- Pioneer further projects to demonstrate the benefits of coastal and marine planning
- Ensure that the SW is well represented in the national debate and receives a fair share of resources
- Establish effective partnerships for planning purposes
- Prepare for extensive & integrated community engagement
- Remember that plans are merely a means to an end, and that end is **better planning**





THANK YOU FOR LISTENING

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