



Combining Sea and Coastal
Planning in Europe
Marine Plan
Sustainability Appraisal
Report

Non -Technical Summary

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Contents

Introduction	1
SA Methodology	2
What’s the policy context?	4
What’s the situation now?	5
What do we want to achieve?	6
What will be the situation <i>without</i> the plan?	6
What are the alternatives under consideration?	8
What will be the situation <i>with</i> the plan including any alternatives?	8
Cumulative effects	10
Mitigation, Significant Residual Effects and Monitoring	10
Next steps	12

Introduction

A Non-Technical Summary (NTS) for a Sustainability Appraisal (SA) should set out a summary of the information contained in the SA Report and that required under Annex I of the SEA Directive. This NTS has been structured accordingly, and in line with the SA Report.

The Marine Plan

Combining Sea and Coastal Planning in Europe (C-SCOPE) is a €1.8 million European partner project between the Dorset Coast Forum (DCF) and the Coordination Centre on Integrated Coastal Zone Management in Belgium. Its main aim is to achieve a seamless, integrated approach to land and sea planning and management.

Integrating terrestrial and marine planning will primarily be achieved by producing a MP for the C-SCOPE Marine Plan Area (MPA), which lies between Durlston Head and Portland Bill (out to 12 nautical miles) and covers an area of 953 km². The uses of the area are as varied as its habitats – commercial fishing, military use, recreational use (diving, angling, sailing etc), shipping and ports, to name but a few - and it is directly adjacent to the Jurassic Coast World Heritage Site. It is also the location of the 2012 Olympic Games. The MPA boundary is shown in **Figure 1**.

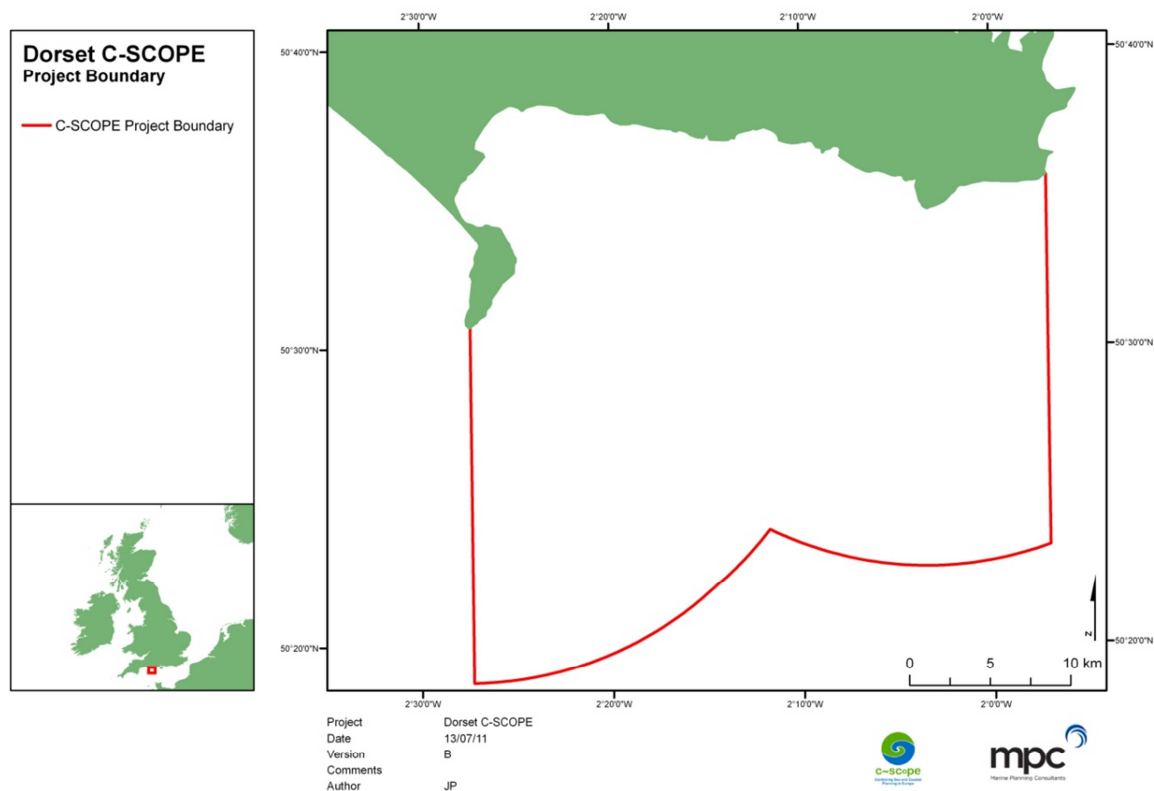


Figure 1: C-SCOPE Marine Plan Area Boundary

The Sustainability Appraisal Process

Sustainability Appraisal (SA) is based on European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (the

‘Strategic Environmental Assessment (SEA) Directive’). This is transposed in England by “*The Environmental Assessment of Plans and Programmes Regulations*” (the ‘SEA Regulations’).. There is a range of Guidance available to guide assessors through the process, and we have used this to inform our approach.¹

Although the MP will be non-statutory, and therefore under no obligation to carry out a formal SA, the DCF project team recognised that SA will be a vital part of the marine plan process.

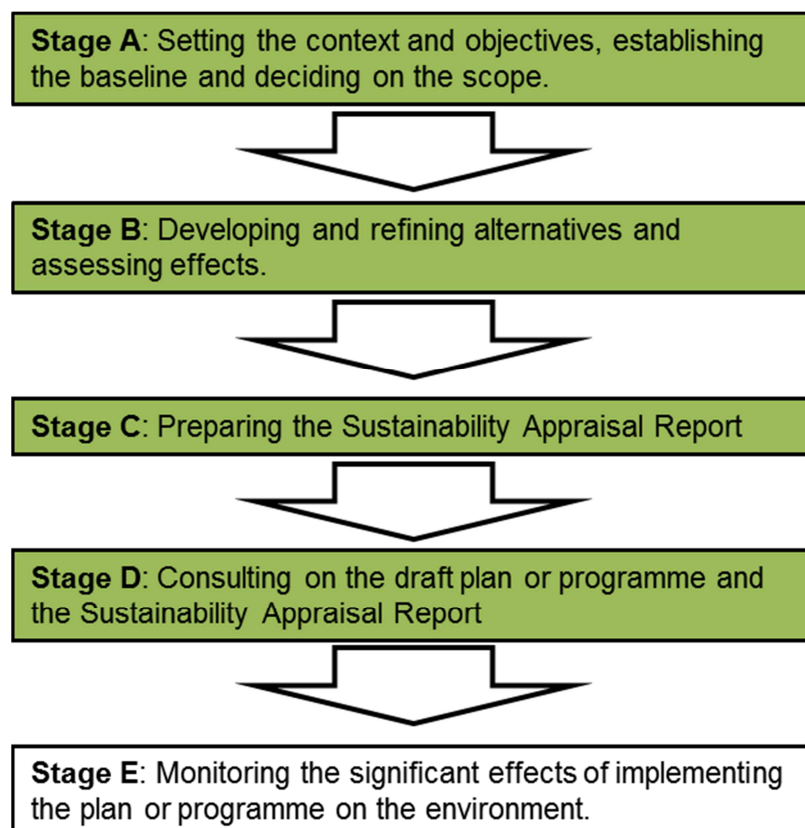
The main tasks and outputs are:

- Development of SA Scoping Report;
- To conduct individual policy assessments on the draft MP against the SA Framework and to produce an SA Report; and
- Consult on the Draft MP and SA Report.

SA Methodology

There are five steps covering the whole process – see **Figure 2**. The areas shaded in green are those that have been completed.

Figure 2: Steps in SA



¹ A Practical Guide to the Strategic Environmental Assessment Directive, the Plan Making Manual and the Appraisal of Sustainability of the Marine Planning Statement

We have set out below the requirements of the SEA Directive but transposed them into straight forward questions that address these requirements. Each section of the NTS addresses a requirement of the SEA Directive.

Table 1: Meeting the requirements of the SEA Directive	
SA Questions²	Key requirements
<i>Scoping</i>	
What's the policy context?	<i>Annex 1(a)</i>
What's the situation now?	<i>Annex 1(b)</i> <i>Annex 1(c)</i> <i>Annex 1(d)</i>
What do we want to achieve?	<i>Annex 1(e)</i>
What will be the situation <i>without</i> the plan?	<i>Annex 1(b)</i>
What are the alternatives under consideration?	<i>Article 5(1)</i> <i>Annex 1(h)</i>
Assessment to be covered within the SA Report	
What will be the situation <i>with</i> the plan including any alternatives?	<i>Annex 1(f)</i>
How can we mitigate / enhance effects? (aka recommendations)	<i>Annex 1(g)</i>
How should we monitor sustainability impacts?	<i>Annex 1(i)</i>

Further information can be found in the **SA Report** and **SA Scoping Report**.

Consultation

This NTS and the SA Report will go out for consultation for 12 weeks alongside the draft plan. The organisations we will be requesting comments from are listed in **Table 2** below.

Table 2: Scoping Report consultees	
Statutory	Dorset County Council
Environment Agency	Portland Harbour Authority Ltd
Natural England	Dorset AONB Partnership
English Heritage	Jurassic Coast Trust
Non-statutory (Dorset Coastal Forum)	South Coast Fisherman's Council
National Trust	Jurassic Coast World Heritage Team
The Crown Estate	Purbeck Heritage Committee
Dorset Wildlife Trust	Plymouth University
Weymouth & Portland Borough Council	Weymouth Lunar Society
Purbeck District Council	Southern Inshore Fisheries and Conservation Authority
The Lulworth Estate	Dorset County Council

² CLG (2010) Towards a more efficient and effective use of Strategic Environmental Assessment and Sustainability Appraisal in spatial planning. See: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/1513010.pdf>

What's the policy context?

A review has been undertaken of other relevant plans, policies, programmes (PPPs) and objectives that can affect the Marine Plan. Detailed reviews are included within the scoping report (<http://www.cscope.eu/en/results/marine-mgmt-plan/dorset>). Key considerations arising from the review can be found below:

Air quality standards;	Respecting the character of all landscapes including coasts;
noise levels;	Delivering healthy sustainable communities which adapt to and are resilient to climate change;
Provisions for the identification and protection of archaeological heritage;	Promoting an ecosystem-based approach for the maritime environment;
Measures to avoid pollution;	Integrating coastal planning to ensure the reconciliation of development requirements with landscape, environmental quality, wildlife habitats and recreational opportunities of the coast;
Measures to maintain / restore habitats and species' populations for European Sites;	Key biodiversity actions reflecting the local BAP species and habitats and the need to link habitats;
integrated approach to address maritime affairs;	Objectives for protecting and enhancing local landscapes;
Flood Risk;	Strategy for managing the Dorset Coast, including conservation, economic development, recreation, shoreline management and use of resources;
Shipping;	Aims to manage the Jurassic Coast World Heritage Site;
Fish stocks;	Controlling dredging activities in sensitive areas;
Climate change emissions targets;	Providing sustainable solutions to waste management and planning while safeguarding the environmental quality of the area;
Renewable energy targets; and	Policies for housing, economic development and environmental protection in Weymouth and Portland, West Dorset and Purbeck; and
Water quality.	A business strategy and action plan for attracting future investment towards achieving sustainable development in Weymouth Harbour.
Conservation and enhancement of biodiversity;	

How sustainability objectives have been taken into account

Environmental/sustainability objectives presented within the plans and programmes reviewed have been used to develop the Sustainability Appraisal Framework which has been used to test the Marine Plan. The framework contains objectives which have also been informed by the baseline data review. The SA framework is presented the SA Report.

What's the situation now?

This section outlines the key sustainability considerations identified in the SA Report.

Biodiversity, Flora and Fauna

The coast within the C-SCOPE Marine Plan area is protected by one or more international, European, or national designations with certain exceptions being at Weymouth and Portland.

Landscape and Seascape

The coast within the C-SCOPE Marine Plan area is designated as a UNESCO World Heritage Site, Heritage Coast and an Area of Outstanding Natural Beauty (AONB).

Geology and the Seabed (Soils)

The Dorset coast has one of the most important geological histories in the world and is designated as a site of international importance; the C-SCOPE Marine Plan area forms part of a UNESCO World Heritage Site. It is perceived as providing great benefit to geological heritage and tourism.

Recreation and Tourism

Tourism is one of Dorset's predominant industries, as well as traditional beach holidays, walking, angling, scuba diving, sailing and other watersports are all popular attractions. The leisure and tourism sector accounts for 10% of workplaces within the C-SCOPE Marine Plan area, which equates to approximately 13,500 jobs. In 2008, the total visitor related spend in Dorset was £1.5 billion, with tourism adding approximately £361.4 million to GVA within the C-SCOPE Marine Plan area.

Waste and Water Quality

In 2009, there were 8 bathing water tests along the Weymouth & Portland Coast, all passed the 'stricter guidelines'. 100% of river water in Weymouth & Portland is rated as good in terms of water biology and 100% in terms of chemistry.

In 2009, there were 7 bathing water tests along the Purbeck Coast, all 7 passed of which 6 passed the 'stricter guidelines'. 100% of river water is rated as good in terms of water biology and 95% in terms of chemistry.

Renewable Energy and Natural Resources

Constraints mapping by DCF has identified Portland as a potential tidal stream resource, and two further areas that have suitable conditions for offshore wind development within the C-SCOPE Marine Plan area.

There are also some further issues in regard to the setting of the World Heritage Site. There is debate currently as to whether wind farms will affect the setting.

Economy and Material Assets

The Dorset Coast is an important navigational route for ferries, fishing vessels, freight and oil/gas traffic. The main shipping routes operate from Portland and Weymouth Harbour. Future development includes: Osprey Quay which will provide up to 50,000 sq. metres

(535,000 sq. feet) of development; the Portland Marina development will add a further 300 new berths; a proposed urban extension to Weymouth of 700 homes by 2026.

A Local Economic Forecasting model shows that increased employment is most likely to be in education and health, public administration and defence, business services and distribution.

Air and Climatic Factors

The entire coastline of South Dorset has been identified as being at risk of coastal flooding. However, as much of the coast rises steeply from the sea, flood risk is limited, mainly posing threats to Weymouth and Portland, and other relatively small areas of low lying land.

The 2009-2010 Marine Climate Change Impacts Partnership report states with medium confidence that biodiversity is already increasing in southern areas as warm water species extend their distributions faster than cold water species are retreating.

Archaeology and Cultural Heritage

The Dorset marine environment benefits from a wide range of sites of cultural significance, including nationally and locally protected ship wrecks. There are 18 significant wrecks off the Dorset Coast, four with protection and the remainder adopted by amateur groups under a scheme by the Nautical Archaeological Society.

Community and Human Health

Unemployment is lower than the national average. However, there are pockets of deprivation and inequality due to low economic growth in Weymouth and Portland. This could be caused by disproportionately high concentrations of housing.

What do we want to achieve?

The C-Scope Marine Plan sets out a series of objectives which lay out what the Dorset Coast Forum (DCF) would like to achieve through the plan.

What will be the situation *without* the plan?

Biodiversity, Flora and Fauna

Studland and Portland possible SAC (pSAC), formerly part of Poole Bay to Lyme Bay pSAC, is being consulted on in 2011. Any potential designations resulting from this are likely to be some years in the future and will be subject to the same consultation procedures (Natural England no date). These will be designated by late 2012.

Finding Sanctuary, the south west regional MCZ project, has recently released its Draft Final Recommendations, which include a number of recommended MCZs within and close to the C-SCOPE Marine Plan area. These are likely to be in place by the end of 2012.

Landscape and Seascape

The Landscape and Seascape Character Assessment undertaken for C-SCOPE³ provides a picture of the competing pressures on the coastal environment and enables an extrapolation of future trends. It indicated that *“Dorset’s coastal environment is subjected to a variety of competing pressures all of which have potential to re-shape the character of the landscape and seascape”*.

Geology and the Seabed (Soils)

Most of the locations of commercially viable sand and gravel deposits are fairly well known and studied. An area of 969km² to the east of the C-SCOPE Marine Plan area, with an estimated resource value of £5.95 million per km², has been identified by The Crown Estate as of high interest for future prospecting in the medium to long term. There are currently no prospective areas within the C-SCOPE Marine Plan area.

Fisheries and Mariculture

The likely designation of new Special Areas of Conservation (SACs) and Marine Conservation Zones (MCZs) (collectively Marine Protected Areas (MPAs)) will have the biggest future impact on the fishing industry. Management measures are uncertain at present, but it is likely that benthic and demersal trawling will be banned from all sites. It is probable that fishermen will still be able to use static gears within both SACs and MCZs except for MCZ reference areas, where all *“extraction, deposition or human-derived disturbance will be removed or prevented”*.

Recreation and Tourism

It is highly probable that marine and coastal leisure will continue to grow within the C-SCOPE Marine Plan area.

Renewable Energy and Natural Resources

There are several recent studies exploring future offshore renewable capacity, and all identify the area south of Portland Bill as a tidal stream resource. This area is not considered one of the UK’s best tidal resource locations due to relatively shallow water depths, which may be insufficient to allow the installation of high capacity devices, and inconsistent tidal flows - where flow reversals of up to 35% have been recorded. Further areas around St Albans ledge may also be suitable in the future should technology progress to enable commercialisation in slightly lower resource areas.

Economy and Material Assets

The area in which the competition events for the London 2012 Olympic Games sailing events are taking place extends over both Weymouth and Portland Harbours. To provide a unified management plan for these areas during the Games, The Weymouth and Portland (The London 2012 Olympics and Paralympic Games) Harbour Revision Order 2011 was granted, in which PHAL will temporarily become the Harbour Authority for Weymouth outer harbour and an additional area of open water between 16th July 2012 to 9th September 2012. There will be navigational and access restrictions during this time.

3 LDA Design (2010) *Dorset Coast Landscape and Seascape Assessment*. Available at: <http://www.dorsetforyou.com/c-scopelandandseascape>

Air and Climatic Factors

Rising sea levels will affect coastal areas throughout the area, causing problems including coastal erosion. Climate change is predicted to produce more severe weather, including storms and consequent flooding.

Climate change has already started to alter the abundance and distribution of fish stocks in EU waters. Predictions indicate that many of the UK commercially important fish species will decline and possibly disappear if Sea Surface Temperature (SST) continues to increase.

Climate Change and Carbon emission controls have been highlighted as a key area for ports to work with. Short sea shipping has been identified as way of reducing road transport and therefore a potential solution to reducing carbon emissions.

What are the alternatives under consideration?

For the Marine Plan the assessment of alternatives was considered from an early stage. Initially the approach was to assess the strategic approach of the Marine Plan i.e. to assess how the Marine Plan should be written and how it should be structured. The view was taken that this level of alternatives would result in no significant effects on the environment

With regard to the spatial strategy and the strategic objectives of the plan, the DCF considered the potential to develop strategic spatial alternatives at early stages of the preparation of the plan. At this point, it was determined that there were no key drivers and policies (e.g. off-shore wind development, oil and gas licensing or aggregates) that would drive the spatial distribution of the MP. Spatial alternatives therefore have not been considered in the development of the Marine Plan and therefore are not covered in this SA Report. If, through the consultation on this Draft Marine Plan, any other reasonable alternatives given the geographic scope and objectives of the plan are identified, these will need to be assessed through the SA process.

What will be the situation *with* the plan including any alternatives?

Social

In terms of significant effects, a number were identified:

TCC6 will have the local impact of promoting community involvement and achievement will have a **minor positive** effect.

The plan contains 'permissive' policies towards development. The impact of these is to allow 'sustainable' development to proceed and should therefore enhance the local economy and decrease deprivation, resulting in a **minor positive** effect

Reducing the seasonal nature of the economy and providing year round employment will have the impact of creating a more stable and resistant job market. The effect of which would be to create an overall **minor positive** effect on the local economy and reduced unemployment.

Offshore renewables could make the local economy more buoyant, if it attracts larger developers / companies the extent of the impact could be regional. It is likely this would have a **minor positive** effect in terms of employment and health.

Economic

The policies of the Marine Plan taken together will be positive in relation to promoting aquaculture and fisheries. This impact has the potential to have an effect at the regional scale and occur over the long-term – providing an economic benefit for the South West region. However, as a proportion of total economic activity, fishing employment is not considered significant. HME7,8 ,9 ,10 and 11 also seek to improve water quality which will help fisheries and will have a positive impact. Overall this is considered to be a **minor positive** effect on the overall economy and a **potential moderate positive** effect on the local economy, given its regional scale but small proportion of overall economic activity.

Some of the policies seem restrictive in relation to safeguarding the environment – HME3 in particular might be too restrictive and might reign in the extent of the economic benefits. This will have a potential negative impact through the prevention of development. This is considered to be a **potential minor negative** effect at this stage, however it is uncertain whether this will materialize.

Tranquil places are an attraction to local residents and to those from outside the area. The tranquil areas are generally those that don't have car parks generating income as the car parks can detract from the very tranquility people value. The retention of tranquility means in some cases the exclusion of other users in order to maintain tranquility – that is the value of the area can be negatively affected by its popularity. There are therefore positive and negative implications of the Marine Plan in this context. Specifically the tradeoff between the economic benefits of maximising the tourism / recreation draw of the area and the potential indirect effect that these areas become less tranquil and therefore cease to attract visitors. This plan performs positively in regard to retaining tranquility and protecting tranquil spaces, thereby emphasising the importance of maintaining the attributes of these areas but perhaps not achieving the maximum economic benefits, this is therefore a **minor positive** effect on the local economy, where as it could be a moderate effect if economic benefits were prioritised.

There are questions over the long term sustainability with regard to potential breaching of the Portland Harbour causeway and breakwaters due to the impacts of rising sea levels and extreme weather events caused by climate change. It is uncertain whether the financial resources will be available to ensure that the breakwaters will be maintained. Over 20 year timescale of the Marine Plan, the Olympic Legacy will provide a **moderate positive** effect in economic terms but beyond that period it will be too difficult to predict.

Environmental

The Marine Plan's performance with regard to the environmental criteria, as would be expected from a range of conservation policies, performs **positively overall**. The impacts of the HME policies on biodiversity should be felt at a **local, regional, national** and **international** level in regard to the enhancement of these sites and supporting biodiversity resulting in a **major positive** effect.

The potential impact of the Marine Plan is to promote the right type of development in the right places including the co-location where possible of uses this is predominately a minor positive effect.

The plan should result in largely positive impacts on water quality, natural resources and pollution locally through the relevant policies resulting in **minor positive** effects. However there are a number of clarifications that could improve the outcomes of these policies – these are discussed in the following section with relation to mitigation. Waterborne transport studies state that the network would achieve a net reduction in air pollution by transferring traffic (non-freight) to marine routes therefore a **minor positive** effect on the plan in terms of NO_x and PM₁₀ potentially, but also this also has the potential to have a limited contribution to a global target of GHG reduction.

The plan's impact will be largely dependent on the interface with terrestrial planning and the effect that coastal erosion and sea-level rise might have on development and specifically access to the marine areas. This does however assume that the terrestrial planning policies are in fact sustainable. Therefore there is a potential **positive** effect but the potential magnitude is unknown.

There will be a largely positive impact of the plan on the historic environment, although there is a concern that the plan might be too protective which might result in the failure to take advantage of planning gains to maximise the best elements of the heritage environment. This should result in **minor positive** effect due to the local impact of these policies.

Cumulative effects

The cumulative effects identified for the Marine Plan are largely positive, essentially focusing on the links between positive economic impacts and positive impacts relating to deprivation. There is a notable potential negative impact relating to the possible negative impact of restriction of growth caused by overly restrictive and conservative policies

Mitigation, Significant Residual Effects and Monitoring

We have provided a commentary below on the difference between the identified effects of the draft plan and the effects of the plan 'post-mitigation'.

	Impact	Effect	Mitigation	Residual Effect	Monitoring Indicator
Social	Promote community involvement and achievement	Increased community involvement	Policy amendments that strengthen promotion of local business, residents and up-skilling.	No change	Number of community led initiatives Number of community volunteer hours
	Increased development through permissive policies	Decrease deprivation		No change	Index of Multiple Deprivation and sub-Domains
	Diversification of employment	Reducing seasonality		No change	Year on year income from

	both in regard to seasons and infrastructure.	in workplace and greater resilience of fishing fleets			fisheries New business start-ups
	Increased development of renewable energy facilities	Increased employment		No change	Un-employment claimants
Economic	Greater fishing activity	Increased income and employment from fisheries	Inclusion of policy to encourage diversification of fishing fleet.	Minor positive (note that DCF indicate that this is not within the remit of the C-SCOPE Marine Plan)	Year on year income from fisheries New business start-ups
	Developers constrained by Marine Plan policies in regard to new development.	Restricting of growth	Clearer definitions of major development and of acceptability.	Minor negative (potential)	Gross Value Added (GVA)
	Tranquil places attracting tourism to the area.	Increased recreation related jobs and income.	Focus on honeypot sites.	No change	New business start-ups Income Index of Deprivation
Environmental	Increased protection of the environment including European sites and non-European sites	Increased biodiversity	N/A	No change	Condition of SSSIs Condition of SACs Conformity with Biodiversity Action Plan targets and objectives.
	The facilitation of the use of the same space for a range of uses.	Maximising available area through co-located development	N/A	No change	Occurrence of co-locational development.
	The approval of development with low likelihood of pollution incidences	Reduction in pollution and increase in water quality	N/A	No change	Biological and chemical water quality Pollution incidences
	Shift of transport to marine vehicles	Reduction in air pollution and GHG	N/A	No change	Air quality relating to NO _x and PM ₁₀ GHG emissions
	Protection of the historic environment	Protection of the historic environment.	N/A	No change	Number of significant wrecks

Next steps

The SA Report will be consulted on for twelve weeks alongside the consultation draft Marine Plan. Once the consultation is completed, the comments will be considered and the report amended where necessary, this will then be published on the C-SCOPE website <http://www.cscope.eu/en/results/marine-mgmt-plan/dorset>.

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