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

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1 Introduction

Set out below is an introduction to the Scoping Report for the Sustainability Appraisal (SA) of the Marine Spatial Plan (MSP) for the C-SCOPE Marine Management Area (MMA). This firstly introduces the MSP and then the SA process, with a focus on Stage A (the 'scoping stage') to which this Scoping Report relates.

This version of the Scoping Report has been updated following receipt of consultation responses. Changes have been made with regards to policy review and baseline data. Changes are shown in red text.

1.1 The Marine Spatial 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. Both partners are focusing on three elements which will link together to provide a comprehensive plan and information resource to underpin sustainable coastal management:

- Developing a framework for integrating terrestrial and marine planning;
- Tools for achieving sustainable coastal economies and environments; and
- Achieving commitment to ICZM through stakeholder engagement.

Integrating terrestrial and marine planning will primarily be achieved by producing a MSP for the C-SCOPE Marine Management Area (MMA), which lies between Durlston Head and Portland Bill (out to 12 nautical miles) and covers an area of 953 km^2.

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 MMA boundary is shown in **Figure 1.1**.

The MSP itself is an output of a wider *research* project. This means it has no statutory standing. However, the marine planning agenda has taken on renewed momentum with the Marine and Coastal Access Act 2009 and the publication of the UK Marine Policy Statement (MPS) and the commencement of the first round of marine plans (East Inshore and Offshore). Therefore, whist this is a research project, it has germane links to the current marine planning debate and marine planning in the South West.

Draft National Planning Policy Framework 2011

It is the intention of the Coalition Government to replace the existing framework of Planning Policy Guidance and Planning Policy Statements with an overarching National Planning Policy Framework. The Draft NPPF was published on 22nd July 2011.

"The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations. The National Planning Policy Framework sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities."

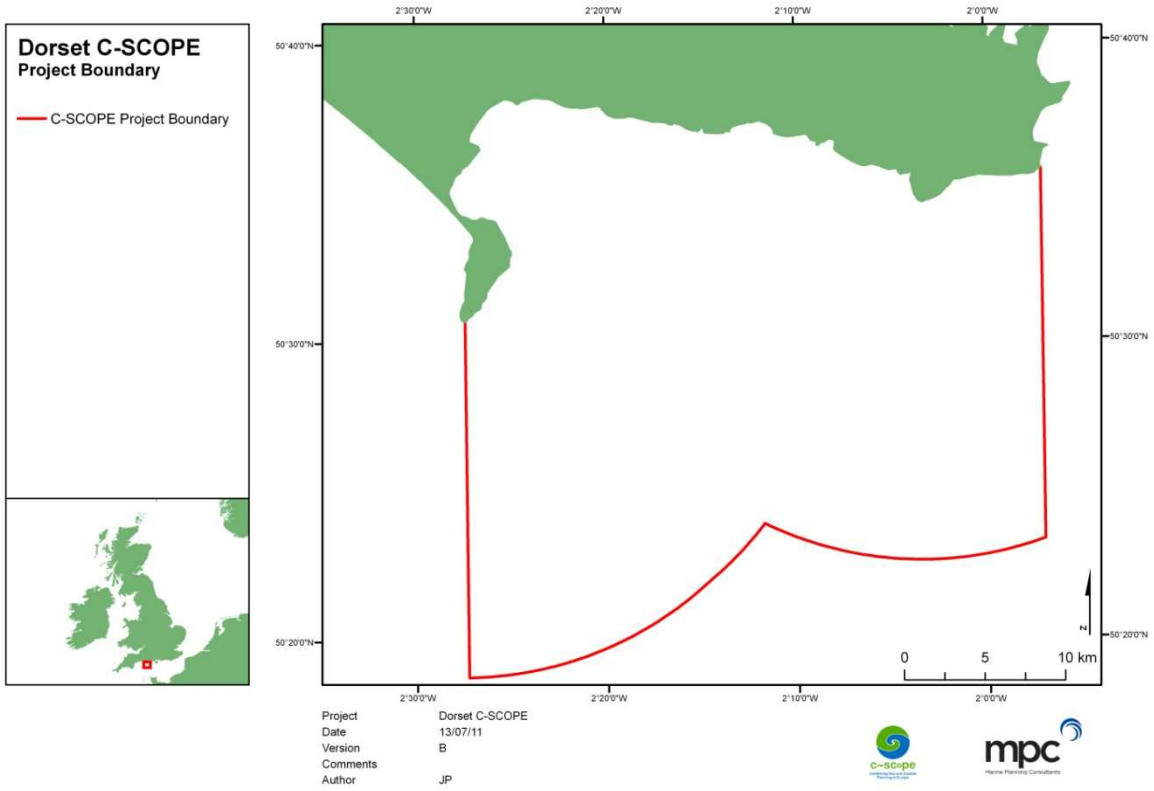

Figure 1.1: C-SCOPE Marine Management Area Boundary

1.2 The Marine Policy Statement

The MPS is expected to lead to more strategic and efficient management of the marine environment and marine resources. It seeks to set out policies in the UK marine area to contribute to the achievement of sustainable development and provide a consistent policy steer for decision makers and users in the marine area. It aims to take into consideration the priorities of all the UK Administrations and to be forward looking (over 20 years and longer where possible). It aims to address European Union (EU) and international obligations and commitments and to explain how UK Administrations are addressing these and taking them forward through domestic policies.

The MPS sits alongside existing planning regimes across the UK. In England this includes the suite of National Policy Statements (NPSs) currently being prepared by UK Government departments. NPSs are being produced for Nationally Significant Infrastructure Projects (NSIPs) in key sectors under the Planning Act 2008 (including energy, ports, transport, water, wastewater and waste).

An Appraisal of Sustainability (AoS) (incorporating the requirements of the Strategic Environmental Assessment (SEA) Directive and applicable regulations) was undertaken on the MPS during its development. The purpose of the AoS was to appraise the sustainability of the content of the MPS, including appraising its alternatives. The AoS methodology followed guidance issued by the Office of the Deputy Prime Minster (ODPM), and which has been used for this SA.

1.3 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'). The SEA Directive and Regulations are essentially procedural in nature and provide a level of leeway as to their substantive interpretation. In England, the Government decided to interpret the requirements more broadly, to include wider social and economic aspects. This process is sustainability appraisal (SA) and is thus referred to throughout this document. 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 MSP will be non-statutory, and therefore under no obligation to carry out a formal SEA or SA, the DCF project team recognised that SA will be a vital part of the marine plan process, ensuring full integration of environmental, social and economic factors.

The main tasks and outputs will be:

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

1.4 Habitats Regulations Assessment

The MSP will also be accompanied by a Habitats Regulation Assessment. The MMA covers an area that includes a range of European sites[2] which might be affected by the MSP activities. The HRA will be undertaken alongside the development of the MSP to ensure integration of the findings not only with the MSP but with the SA. It will be important that the HRA findings inform the Biodiversity, Flora and Fauna element of the SA. Where there are HRA findings that relate to sections of the SA, these will be drawn out in the respective Chapters to ensure they are taken on board.

The outputs of this process will be:

- A Habitats Regulations Screening Assessment and Report of the policies set out within the MSP; and
- If likely significant effects (LSEs) are identified at the screening stage, then a Habitats Regulations Assessment and Report will be produced.

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

2 'European sites' is used to collectively refer to sites designated under the Habitats and Birds Directive and the Ramsar Convention. This includes Special Areas for Conservation (SACs and dSACs), Special Protection Areas (SPAs and pSPAs) and Ramsar sites

2 SA Methodology

The SA process is essentially split into two stages - Scoping and Assessment. The SA process should run right through the process of developing the plan – see **Figure 2.1**.

Figure 2.1: SA process in marine planning[3]

There are <u>five</u> steps covering the whole process – see **Figure 2.2**. The stage documented in this report and the accompanying figures is the scoping stage – that is setting out the information we will base the assessment on and the framework against which the MSP will ultimately be assessed.

3 See: http://marinemanagement.org.uk/marineplanning/process.htm

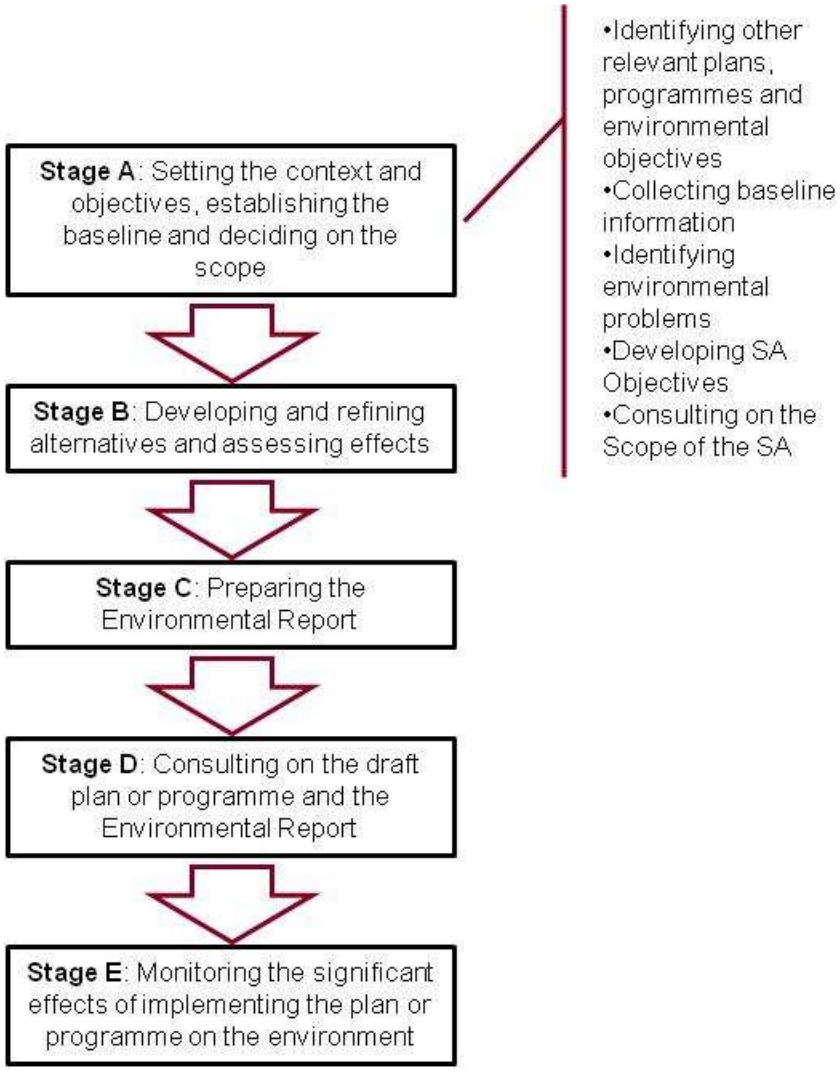

Figure 2.2: Steps in SA

We have set out below the requirements of the SEA Directive but transposed them into straight forward questions that address these requirements. Each Chapter will be structured to reflect these questions.

Table 2.1: Meeting the requirements of the SEA Directive	
SA Questions[4]	**Key requirements**
Scoping	
What's the policy context?	*"an outline of the contents, main objectives of the plan or programme and **relationship with other relevant plans and programmes**" (Annex I(a))*
What's the situation now?	*"**the relevant aspects of the current state of the environment** and the likely evolution thereof without implementation of the plan or programme" (Annex 1(b))* *"the environmental characteristics of areas likely to be significantly affected" (Annex I(c))*

4 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

Table 2.1: Meeting the requirements of the SEA Directive	
SA Questions[4]	**Key requirements**
	*"**any existing environmental problems which are relevant to the plan or programme** including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC" [NB problems relating to European sites are addressed through Habitats Regulations Assessment] (Annex I(d))*
What do we want to achieve?	*"the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation" (Annex I(e)) [the latter relates to the overall assessment methodology]*
What will be the situation *without* the plan?	*"the relevant aspects of the current state of the environment and **the likely evolution thereof without implementation of the plan or programme**" (Annex I(b))*
What are the alternatives under consideration?	*"Where an environmental assessment is required… an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and **reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described** and evaluated" (Article 5(1))* ***"an outline of the reasons for selecting the alternatives dealt with**, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information" (Annex I(h)) [the latter relates to the overall assessment methodology]*
Assessment to be covered within the SA Report	
What will be the situation *with* the plan including any alternatives?	*"the likely significant effects (1) on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors [our emphasis]* *(1) These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects" (Annex I(f))*
How can we mitigate / enhance effects? (aka recommendations)	*"the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme" (Annex I(g))*
How should we monitor sustainability impacts?	*"a description of the measures envisaged concerning monitoring…" (Annex I(i))*

The following Chapters set out the requirements of Stage A in the form of 'topics'. These are based on the SEA Directive 'topics' but also informed by the wider issues facing the MMA and society. Each chapter contains the significant information for each topic, further information can be found in the **Annexes**. **Table 2.2** below shows the links between the requirements of the SEA Directive and Regulations and the corresponding Chapter of this report.

Table 2.2: SEA Directive 'topics' and corresponding chapter in this report	
SEA Topic[5]	**Chapter**
Biodiversity	*3 – Biodiversity, Flora and Fauna*
Population	*15 – Community and Human Health*
Human health	*15 – Community and Human Health*
Fauna	*3 – Biodiversity, Flora and Fauna*
Flora	*3 – Biodiversity, Flora and Fauna*
Soil	*5 – Geology and Soils*
Water	*9 – Waste and Water Quality*
Air	*13 – Air and Climatic Factors*
Climatic factors	*13 – Air and Climatic Factors*
Material assets	*12 – Economy and Material Assets*
Cultural heritage (inc. architectural and archaeological heritage)	*14 – Archaeology and Cultural Heritage*
Landscape	*4 – Landscape and Seascape*

2.1 Consultation

This report will go out for consultation for the required five weeks specified by the SEA Regulations[6]. The organisations we will be requesting comments from are listed in **Table 2.3** below.

Table 2.3: Scoping Report consultees	
Statutory	**Non-statutory (Dorset Coastal Forum)**
Environment Agency	*National Trust*
Natural England	*The Crown Estate*
English Heritage	*Dorset Wildlife Trust*
	Weymouth & Portland Borough Council
	Purbeck District Council
	The Lulworth Estate
	Dorset County Council
	Portland Harbour Authority Ltd
	Dorset AONB Partnership
	Jurassic Coast Trust
	South Coast Fisherman's Council
	Jurassic Coast World Heritage Team
	Purbeck Heritage Committee

5 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
6 Environmental Assessment of Plans and Programmes Regulations 2004 12 (6)

Table 2.3: Scoping Report consultees	
Statutory	**Non-statutory (Dorset Coastal Forum)**
	Plymouth University
	Weymouth Lunar Society
	Southern Inshore Fisheries and Conservation Authority

3 Biodiversity, Flora and Fauna

3.1 Introduction

Biodiversity is the term given to the diversity of life on Earth and this includes the plant and animal species that make up our wildlife and the habitats in which they live. Biodiversity is important for its intrinsic value, but it is also vital for the **ecosystem services**[7] it provides. These include not only easily valued services such as flood defence, clean water and carbon sequestration, but also the less tangible and equally important cultural, aesthetic, health and wellbeing benefits. Ecosystems services in the context of this assessment are discussed further in **Chapter 16**.

This section summarises the main policy documents that set the context for the plan, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the area. It then summarises the alternative options for the Marine Spatial Plan as they relate to biodiversity, flora and fauna and highlights the issues likely to be most significant in the C-SCOPE Marine Management Area. Finally, it presents the assessment framework for assessment of biodiversity, flora and fauna.

For figures please see Volume 2:

3.1: European and National Sites

3.2: Other conservation sites

3.3: Habitat types

3.4: Marine Habitat Action Plan Habitats

3.5: Species areas (eel grass etc.)

3.6: Rare and protected species

3.2 What's the policy context?

Set out below is a summary of the key Plans, Policies and Programmes (PPPs) that set the biodiversity policy context.

Table 3.1: Biodiversity Policy Context

Plan, Programme or Policy	Key message for the SA
International	
The Convention on Wetlands of International Importance 1971 (Ramsar Convention)	The SA must consider the legal status of these sites and reflect their ecological importance.
Convention on Biological Diversity (Rio	The SA should address in the delivery of UK and local BAP objectives for

7 Ecosystem services are defined by the UK National Ecosystem Assessment (2011) as: "the benefits people obtain from ecosystems. These include **provisioning** services such as food and water; **regulating** services such as flood and disease control; **cultural** services such as spiritual, recreational and cultural benefits; and **supporting** services such as nutrient cycling that maintain the conditions for life on Earth"

Table 3.1: Biodiversity Policy Context	
Plan, Programme or Policy	**Key message for the SA**
de Janeiro, 1992)	intertidal and subtidal habitats and species.
Habitats Directive (92/43/EEC) Wild Birds Directive (79/409/EEC)	Several SACs, dSACs and SPAs are present within and adjacent to the Dorset MSP boundary. The SA should address the maintenance and promote the ecological status of relevant sites within the Natura 2000 network and should promote the protection of priority species identified in the Directive. **Consideration of the effects of the MSP on European Sites is considered in depth in the Habitats Regulations Assessment (HRA) but is also highlighted in the SA where relevant.**
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The SA should assess whether the MSP has regard to the conservation of flora and fauna.
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)	The SA should assess whether the MSP has regard to the conservation of migratory species and their habitats.
OSPAR Biological Diversity and Ecosystems Strategy (OSPAR Commission, 2003)	The SA should assess whether the MSP protects and enhances the ecosystems and the biological diversity of the maritime area.
Action Plan 'Halting the Loss of Biodiversity by 2010 – and Beyond' (COM/2006/0216)	The SA will assess the impacts of the plan in conjunction with other plans and their possible effects on biodiversity.
Shellfish Waters Directive (79/923/EEC)	The SA should if possible assess the effects on shellfish growing waters in the area and ensure these areas maintain or work towards good status.
National	
The Natural Choice: securing the value of nature.	The White Paper sets out five areas for biodiversity policy: 1) Protecting and improving our natural environment 2) Growing a green economy 3) Reconnecting people and nature 4) International and EU leadership 5) Monitoring and reporting. The SA should ensure that the MSP is adhering to these principles and specifically assess the balance and synergies between the economy and biodiversity vis a vis trade-offs.
UK National Ecosystem Assessment	The UK National Ecosystem Assessment (UKNEA) sets out key messages regarding biodiversity in the UK: 1) The natural world, its biodiversity and its constituent ecosystems are critically important to our well-being and economic prosperity, but are **consistently undervalued** in conventional economic

Table 3.1: Biodiversity Policy Context	
Plan, Programme or Policy	**Key message for the SA**
	analyses and **decision making**. 2) Ecosystems and ecosystem services, and the ways people benefit from them, have **changed markedly** in the past 60 years, driven by changes in society. 3) The UK's ecosystems are currently delivering some services well, but there are some still in **long-term decline**. 4) The UK population will continue to grow, and its demands and expectations continue to evolve. This is likely **to increase pressures** on ecosystem services in a future where climate change will have an accelerating impact both here and in the world at large. 5) Actions taken and decisions made now will have consequences **far into the future** for ecosystems, ecosystem services and human well-being. It is important that these are understood, so that we can make the best possible choices, not just for society now but also for future generations. 6) A move to sustainable development will require an appropriate mixture of **regulations**, **technology**, **financial investment** and **education**, as well as changes in individual and societal **behaviour** and adoption of a more **integrated**, rather than conventional sectoral, approach to ecosystem management. The SA, when addressing biodiversity impacts, should seek to identify long-term impacts, trends and pressures to ensure the resilience of ecosystems services.
Conservation of Habitats and Species Regulations (2010)	The SA should assess whether the MSP maintains or enhances the conservation status of current and future sites within the management area.
Countryside and Rights of Way Act (CRoW) (Office of the Deputy Prime Minister, 2000)	The SA should assess whether the MSP protects SSSIs.
PPS9 Biodiversity and Geological Conservation (2005)	The SA should assess the cumulative effects of other plans and programmes on site development.
Consultation paper: Planning for a Natural and Healthy Environment	The SA should consider how the MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
UK Biodiversity Action Plan (1994)	The SA should determine whether the MSP promotes biodiversity through protecting habitats and species and by linking habitats together where possible. The SA should take particular note of BAP species and habitats within the planned area.
Coastal Planning (PPG20) 1992	The SA should assess whether the MSP enables public access to the coast which will not damage nature conservation features.
Regional/Local	

Table 3.1: Biodiversity Policy Context	
Plan, Programme or Policy	**Key message for the SA**
South West Biodiversity Action Plan	The SA should include objectives that promote biodiversity through protecting habitats and species by linking habitats together where possible. The SA should take particular note of BAP species and habitats within and around the managed area.

3.3 What's the situation now?

The marine waters surrounding the Dorset coast have a wealth of natural heritage including sites and species designated for their ecological importance. Statutory protected habitats include internationally designated sites (e.g. Ramsar), European sites (e.g. SACs and SPAs) and nationally designated sites (e.g. SSSIs and NNRs).

The coast immediately north of the MMA is protected by one or more international, European, or national designations with certain exceptions being at Weymouth and Portland.

Internationally protected sites include the following:

- Ramsar:
  - Chesil Beach and The Fleet
- Special Areas of Conservation (SACs):
  - Chesil and The Fleet
  - Isle of Portland to Studland Cliffs
  - St Albans Head to Durlston Head
  - Studland to Portland pSAC8
- Special Protection Area (SPAs):

Chesil Beach and The Fleet

Nationally Protected sites include the following:

- Sites of Special Scientific Interest (SSSIs):
  - Isle of Portland
  - Lodmoor
  - Portland Harbour Shore
  - Chesil Beach and The Fleet
  - South Dorset Coast.

Other regional and local designations include the following:

- Durlston County Park National Nature Reserve (NNR);
- Portland Harbour (Protected Area for Overwintering Birds);
- Peveril point to Durlston Head (nominated as European important plant areas and UK IPAs for marine algae); and

8 Note that at of November 2011 this pSAC was out for consultation and has not been designated.

- Kimmeridge Ledges and Weymouth are nominated as UK Important Plant Area (IPAs) for marine algae

The Marine Nature Reserve (MNR) around Purbeck and Kimmeridge is vulnerable to issues directly and indirectly related to development as there is no statutory protection for the reserve.

There are several overwintering bird sites within and immediately east of the MMA as follows:

- Portland Bill/Harbour;
- Weymouth Bay; and
- The Fleet.

3.4 What will be the situation without the plan?

International Level

At the international level, the marine Natura 2000 sites are designated to meet conservation objectives; they are not fisheries management tools, nor are they designed to enhance commercially important species. There is however potential for a spill-over effect to occur, but this can take several years to be seen as being effective to local fisheries.

Additional SACs are under consideration by the JNCC and Natural England (NE)[9] in UK offshore waters. These sites are expected to be consulted upon and put forward to the European Commission by the end of 2012. The final say in whether there are sufficient Natura sites in the network in UK will depend on discussions with the European Commission and other Member States.

At the local level, Studland and Portland possible SAC (pSAC), formerly part of Poole Bay to Lyme Bay pSAC, started informal consultation in early 2011 and was published for full consultation in September 2011. For Special Protection Areas (SPA) in English inshore waters, Natural England is conducting annual surveys of seabird (mainly terns, auks and gannets) breeding and foraging areas (the majority of which are already designated as SPA). Once these have been analysed, consideration will be given by Natural England and the JNCC to bringing forward additional recommendations to extend the seaward boundaries to include important areas. 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). Each task group must submit its recommendations for SACs to Natural England and the JNCC by June 2011; these will be designated by late 2012.

National Level

Marine Conservation Zones

The Marine and Coastal Access Act (2009) established the statutory basis for the creation of an ecologically coherent network of MPAs, to include existing sites and Marine Conservation Zones (MCZs), a new type of MPA involving stakeholders in their selection. In England four regional MCZ projects were created to progress the designation of the MPA network.

9 JNCC cover 12nm outwards, NE cover up to 12nm.

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 MMA. To the South East of Portland Bill is the South Dorset rMCZ containing the smaller South Dorset reference area; this site contains one of very few areas of sub-tidal chalk in the South West. A second rMCZ runs along the coast from Broad Bench to Kimmeridge Bay to protect inter-tidal rock habitats, whilst the proposed 'South of Portland' rMCZ based around the geological feature of Portland Deep is on the western most edge of the MMA.

After review and further work the proposed network will go to DEFRA and then on to Parliament to be in place by the end of 2012. Every six years, starting from 2012, the Secretary of State will report on how well the networks of Marine Conservation Zones (MCZs) and marine planning areas are achieving their written objectives. It may be necessary to amend or review existing rMCZs or even designate new conservation areas. This process is known as adaptive management and will take into account any new data on conditions of habitats and species, whether this is due to natural change, climate change or human activities. Because there are variations in the dispersal distances of species, some species will successfully establish links between the MCZs but others will not (Natural England). There is a lack of scientific evidence as to which species will be more successful with dispersal rates; however this should not detract from where MCZs should be placed. It is possible that MCZs may have to expand landwards of the high tide mark so that the entire intertidal community can be protected.

3.5 Assessment Framework

Table 3.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Biodiversity, Flora and Fauna	• Maintain and, where appropriate, enhance designated and non-designated species and habitats of the MMA, intertidal, water column and seabed;	• Have a positive impact upon any areas of environmental importance such as European sites. Nationally designated (Site of Special Scientific Interest (SSSI), National Nature Reserve (NNR) and the species which these habitats support • Aim to decrease the fragmentation and promote the interconnectivity of marine and coastal waters where appropriate. • Provide opportunities for people to come into contact with, and appreciate wildlife and	• Number of planning applications given consent on designated sites. • Percentages of BAP species and habitats, which are identified as stable or increasing (although this is not measurable locally for all BAP species – may be possible to link with existing monitoring schemes). • Proportion of required open space being natural/wild areas. • Increase in the number of wildlife corridors (a method of monitoring this would have to be developed). • Reported condition of designated sites from site monitoring reports

		natural areas	• Achievement of Biodiversity Action Plan targets • Reported condition of nationally important wildlife sites, e.g. SACs. SSSIs etc. • Number/area of Local Nature Reserves

4 Landscape and Seascape

4.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to landscape and seascape and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of landscape and seascape.

For figures please see Volume 2:

4.1: Protected Landscape areas

4.2: Landscape and Seascape Character Areas

4.2 What's the policy context?

Table 4.1: Landscape and Seascape Policy Context

Plan, Programme or Policy	Key message for the SA
International	
Guidelines for an Integrated Approach to Maritime Policy: Towards Best Practice in Integrated Maritime Governance and Stakeholder Consultation. (COM/2008/395)	The SA should assess whether the MSP adopts a cross cutting, ecosystem based approach to marine management.
National	
Coastal Planning (PPG20; 1992)	The SA should assess the impact on the maintenance or improvement of the habitats and species within its remit.
Heritage Coasts (Updated 1991)	The SA should assess the impact on the maintenance or improvement of the habitats and species within its remit.
Regional / Local	
Jurassic Coast Management Plan (2009)	The SA should assess the long-term impacts on the Jurassic Coast
Dorset AONB Management Plan (2009)	The SA should assess whether the MSP is likely to have an impact on the AONB.
Purbeck Heritage Strategy 2010-2015	The SA will need to assess the effects on the AONB and heritage sites of the MSP.
Shoreline Management Plan - Durlston Head to	The SA will need to assess whether the implications of the MSP with regards to flood risk, water quality and erosion.

Rame Head	

4.3 What's the situation now?

The coast immediately North of the MMA is designated as a UNESCO World Heritage Site, Heritage Coast and an Area of Outstanding Natural Beauty (AONB).

Habitats given special legal protection under EU Directives and domestic legislation important to the Dorset Coast include: sand dunes, saline lagoons, shallow inlets and bays, caves, salt marsh, mud in deep water, sheltered muddy gravel and mudflats.

4.4 What will be the situation without the plan?

The Landscape and Seascape Character Assessment undertaken for C-SCOPE[10] 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"*. These pressures include natural and human activities. The MSP is unlikely to be able to shape natural processes but activities such as climate change, tourism, recreation, agriculture and fisheries can be adapted or mitigated for. This is also applicable to other activities such as minerals extraction, oil and gas and energy generation, military and shipping activity.

4.5 Assessment Framework

Table 4.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Landscape and Seascape	• Maintain and, where appropriate, enhance the quality and distinctiveness of the MMA's associated landscape and seascape.	• Have a positive effect on the landscape quality and integrity of the Dorset Coast? • Conserve and enhance the AONB and avoid conflicts with the AONB management plan or Heritage Coast Objectives? • Policies protect and enhance the landscape/seascape resources? • Ensure the resilience of landscapes and seascapes capacity?	• Reported condition of Dorset's coastal landscapes (non/designated) and townscapes, (including conservation areas). • Reduction in the number of planning applications granted planning permission either as departures or against officers' recommendation. For example where: • New developments individually or cumulatively adversely affect designated landscapes; and • Reduction in the number of planning applications granted planning

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

			permission for enabling and that have adversely affect landscape characteristics (e.g. changing its landscape character type, not respecting local topography/contours), development. • Numbers of applications for development with potential impacts on seascape/landscape designations • Proximity of proposed developments i.e. any trends for clustering of developments.

5 Geology and the Seabed (Soils)

5.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to geology and soils, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of geology and soils.

For figures please see Volume 2:

5.1: Geological conservation review sites

5.2: Depth and Contours

5.3: Seabed sediment type

5.4: Seabed geology

5.2 What's the policy context?

Table 5.1: Geology and Seabed Policy Context

Plan, Programme or Policy	Key message for the SA
International	
Water Pollution by Discharges of Certain Dangerous Substances. EC Directive 76/464/EEC Codified as 2006/11/EC	The SA should assess the potential for future pollution risks.
National	
PPS9 Biodiversity and Geological Conservation (2005)	The SA should assess the impacts of the MSP on natural erosion and conservation of sites dependent upon the best available data and the cumulative effects of other plans and programmes on site development.
Coastal Planning (PPG20; 1992)	The SA should assess whether the MSP maintains or improves the habitats and species within its remit.
Regional / Local	
Dorset Coast Strategy (1999)	The SA should assess whether the MSP promotes awareness of the marine environment and the coast in the region.
Draft Dorset Coast Strategy 2011-2021	The new draft objectives of the Coastal Strategy are: *1. A coast that is at least as beautiful, and as rich in wildlife and culture as it is now;* *2. A thriving and diverse coastal economy which has used the resources of the coast sustainably.* *3. A coast that is used, enjoyed and appreciated by the people of Dorset*

	and visitors. *4. A coast where Dorset is a world-leading area in coastal management, where all the key interests are taking decisions and acting together to deliver the highest practical quality of management possible.* *5. A coast that is managed with sensitivities to the issues of changing climate, economy and communities.*
Dorset and East Devon Coast World Heritage Site Management Plan (2009)	The long-term aims for the site are: *"1. To protect the Site's Outstanding Universal Value and integrity by allowing the natural processes which created it to continue.* *2. To conserve and enhance the Site and its setting for science, education and public enjoyment.* *3. To strengthen understanding of the Outstanding Universal Value of the Site.* *4. To support communities in realising the economic, social and cultural opportunities and benefits that World Heritage status can bring.* *5. To improve appropriate and sustainable access to the Site and its setting.* *6. To enable visitors to the Site and its setting to enjoy a welcoming experience and high quality facilities.* *7. To raise public awareness of the Site, its Outstanding Universal Value, and the values of World Heritage, locally to globally.* *8. To support and demonstrate exemplary World Heritage Site management"*
Dorset Minerals and Waste Development Framework Revised Draft Minerals Core Strategy (MCS)	The MCS sets out objectives that aim to support the economy, strengthen distinctiveness use natural resources efficiently, maximize environmental enhancement, prevent sterilization of mineral resources and minimise adverse impacts of mineral working on the environment.
Dorset Minerals and Waste Local Plan (1999)	The current Development Plan sets out seven objectives that seek to balance disposal facilities and the protection of the environment, encourage appropriate use of resources, identify areas for waste disposal, ensure waste facilities are restored at the earliest opportunity, seek landscape enhancement, meeting best current standards and prevent unnecessary sterilization of mineral or waste disposal resources.

5.3 What's the situation now?

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

Land is generally Non-Agricultural, urban or grade 3 (Moderate limitations due to soil, relief, climate or combinations; range of cropping is restricted compared to grade 1 and 2).

Dredging

There is one closed dredging disposal site to the east of Portland, and an active one outside the MMA to the east of Swanage.

The urban area of Weymouth immediately behind the beach is served by a combined (surface and sewer) system. Surface water can flow into the streams from urban areas and highway drains. This can affect stream water quality, particularly after periods of rainfall. Sewage from the Weymouth and Portland area is treated at Weymouth Sewage Treatment Works and discharges to the sea one kilometre offshore, west of Portland Harbour.

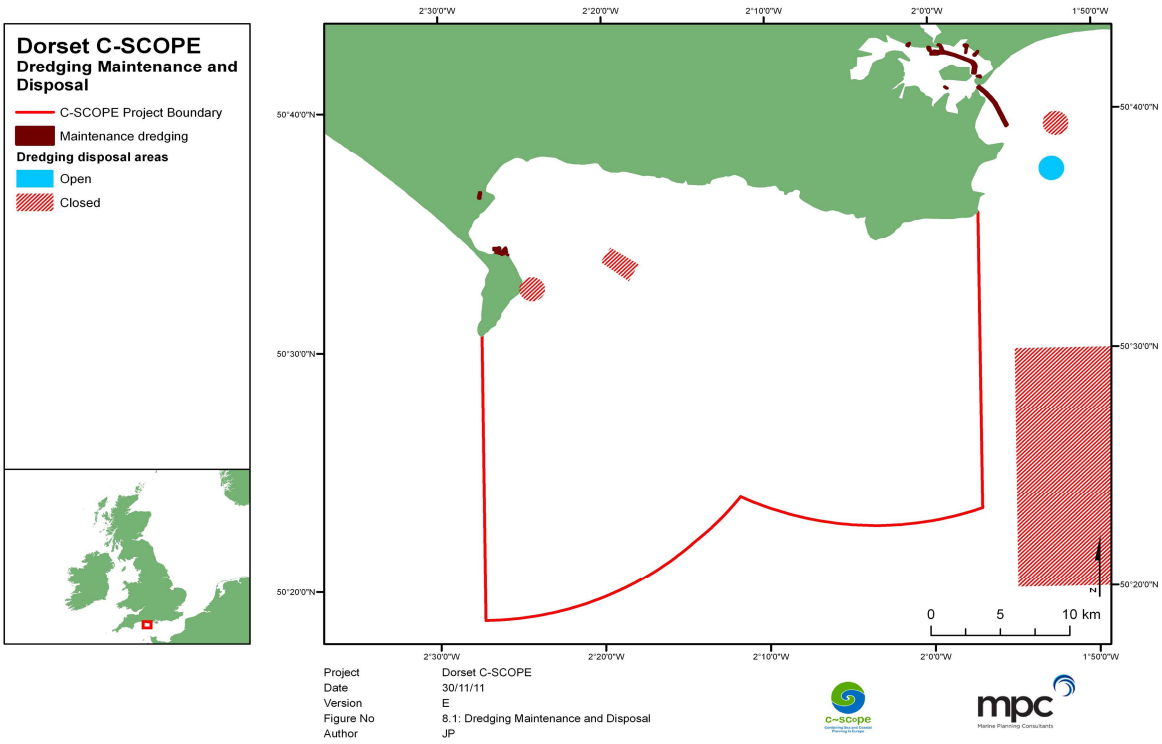

Figure 5.6: Licensed disposal sites within and close to the MMA[11]

There are emergency/storm overflows from:

- West Lulworth Beach and West Lulworth Hanbury Farm pumping stations, discharging into the sea west of Lulworth Cove.
- Castle Cove pumping station, discharging into Portland Harbour
- Hillcrest pumping station, discharging into Portland Harbour
- Ringstead Sewage Treatment Works, discharging into the Ringstead Stream 280m from the beach.
- Melcombe Avenue and Cranford Avenue Combined Sewer Overflows (CSOs) share an outfall, discharging into Weymouth Bay just south of the Sea Life Centre.

The Winfrith nuclear facility is in the process of being decommissioned, but the discharge pipelines are still in use. The two inner pipelines discharge approximately 4km from Arish Mell into Weymouth Bay and carry the main radioactive liquid wastes. In 2008, the

[11] Please note that this figure has been amended in November 2011 to differentiate between open and closed disposal sites.

discharges were assessed to result in doses to the critical group (a group or representative individual who receive the largest dose from artificially produced radionuclides due to their habits, diet and where they spend their time) of less than 0.005 mSv/y or less than 0.5% of the public dose limit.

There is no regular maintenance dredging activity within the MMA. The Outer Harbour at Weymouth is dredged occasionally but, with catamarans replacing more traditional cross channel ferry boats, there has been less need for it and it was last dredged 15-20 years ago.

Within Portland Harbour a flushing current enters through the north entrance, rotates anti-clockwise and exits via the south and east entrances, which keeps the Harbour self scouring and reduces the need for maintenance dredging.

Aggregates

In 2009 the licensed area in the South Coast region was 204.46km^2, with 90.02 km^2 of that available to be dredged. From this 3.49 million tonnes of construction aggregate was dredged, plus 0.28 million tonnes specifically dredged for beach nourishment schemes; 2.35 million tonnes of this were landed at wharves along the South Coast, and 1.14 million tonnes were landed elsewhere in England. The Port at Poole has an active aggregates landing wharf, with 77,980 tonnes being landed there in 2010.

In contrast to the South East and South West regions, the area of seabed licensed in the South Coast region has remained very stable (**Figure 5.7**)

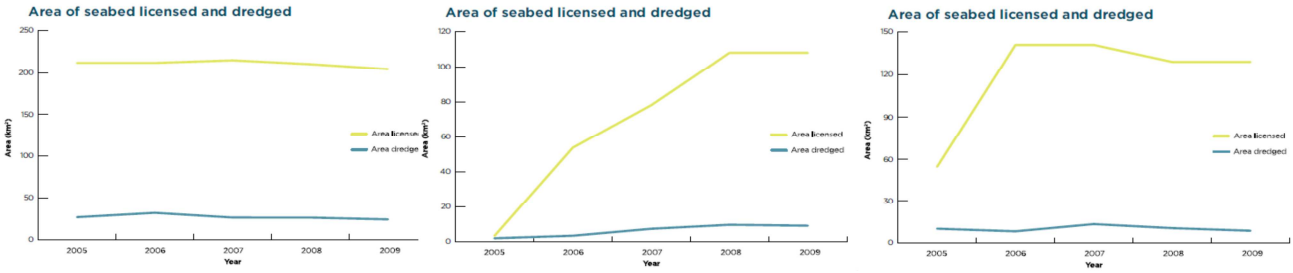

Figure 5.7: Area of seabed licensed and dredged in 2009 in a) South Coast b) East English Channel and c) South West Regions.12

The South Coast aggregate region has 19 production licences, two of which lie to the east of the MMA; Hanson Aggregates Marine Ltd and Tarmac Marine Dredging Ltd hold licenses and currently dredge the South West Isle of Wight block, whilst Hanson Aggregates Marine Ltd and CEMEX UK Marine Ltd are licensed to and currently dredge the Needles Isle of Wight block (**Figure 5.8**). There are currently no licensed areas within the MMA.

12 BMAPA 12th Annual Report

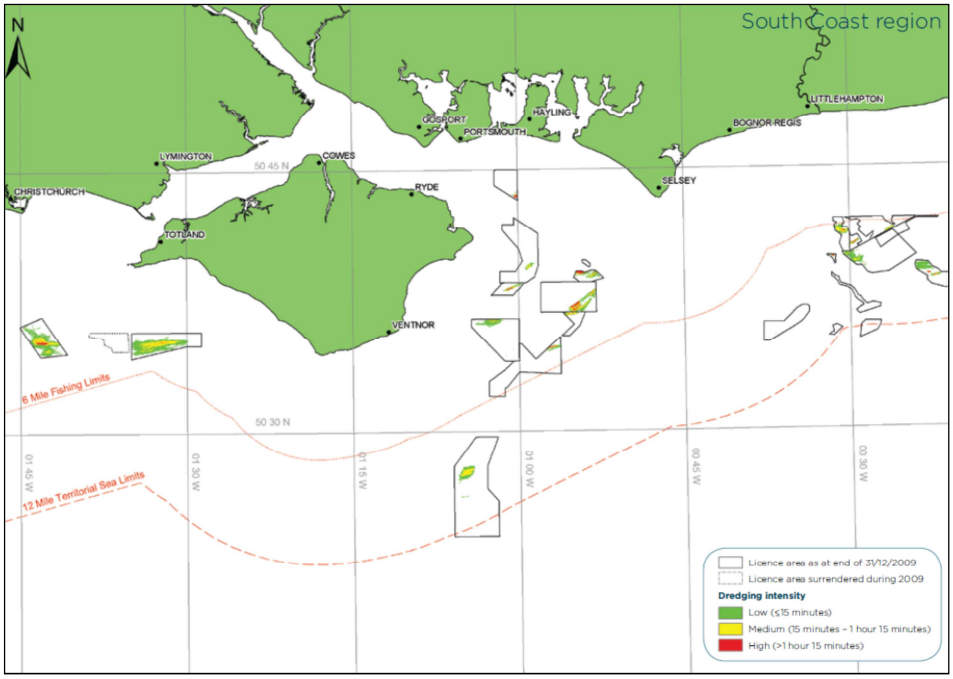

Figure 5.8: Licensed areas and intensity of dredging in the South Coast region during 2009.13

5.4 What will be the situation without the plan?

Dredging

The Portland Harbour Revision Order 2010 authorises Portland Harbour Authority Limited (PHAL) to construct works at the Harbour including quay walls, reclamation of land and facilitates, and permanent mooring of a floating dry-dock (**Figure 5.9**).

13 Ibid

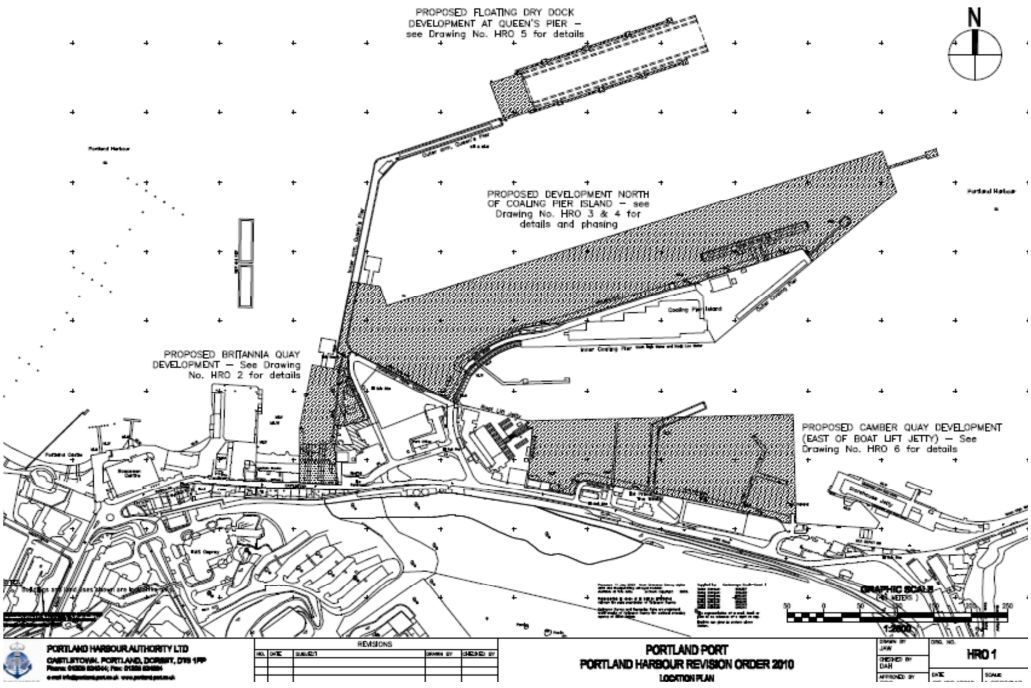

Figure 5.9: Portland Harbour Revision Order 2010, proposed developments.

The PHAL Marine Spatial Plan, adopted in 2008, also sets out designated dredging areas (**Figure 5.10**). This also includes 'dredging in any access channels through the Harbour entrances or Inner and Outer Harbour areas necessary to safely navigate vessels to or from the marine terminals to the deeper waters in Weymouth Bay. Maintenance dredging will also be permitted within New Channel and its approaches.'

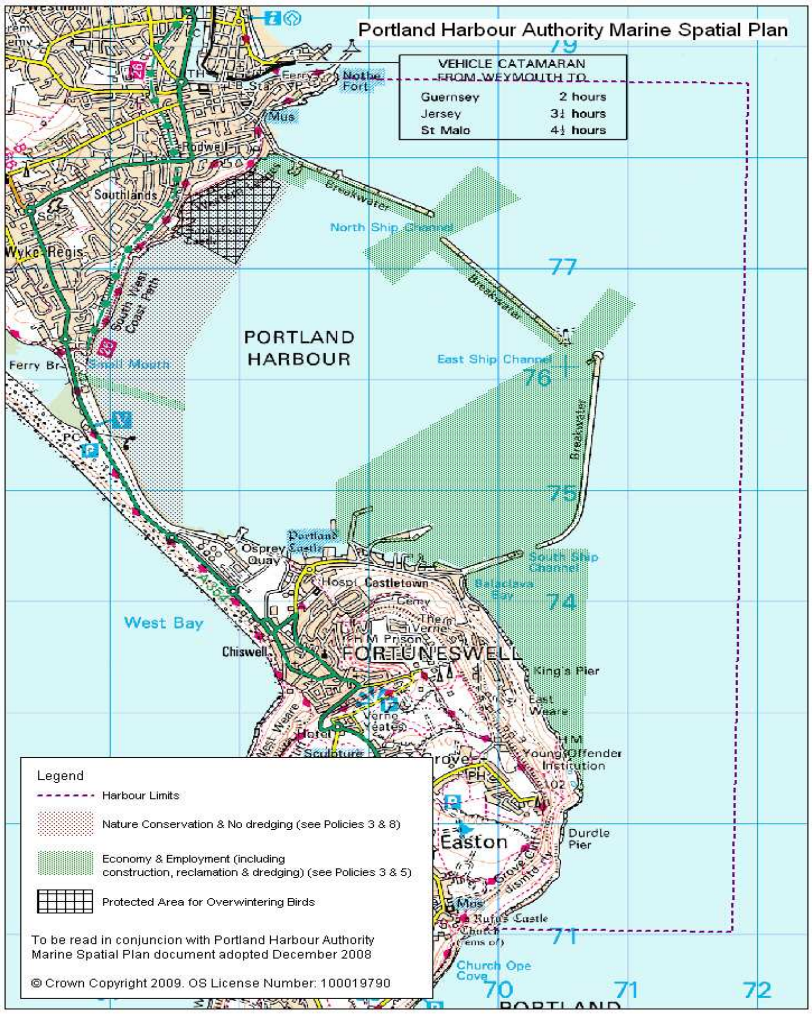

Figure 5.10: Portland Harbour Authority Marine Spatial Plan, showing designated dredging zones

Aggregates

Most of the locations of commercially viable sand and gravel deposits are fairly well known and studied. An area of 969km^2 to the east of the MMA, with an estimated resource value of £5.95 million per km^2, has been identified by The Crown Estate as of high interest for future prospecting in the medium to long term (see **Figure 5.5 volume 2**). There are currently no prospective areas within the MMA.

The South West and more specifically the Dorset area have a lower priority for extraction due to less market demand from the housing sector. The exception to this could be the increased need for coastal protection. However, given the policy move towards working with natural processes and reducing the need for coastal defence this seems unlikely in the short to medium term.

5.6 Assessment Framework

Table 5.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Geology and the Seabed	• Maintain and, where appropriate, enhance the quality of the seabed and intertidal zones	• Protect the seabed from inappropriate coastal use / development and erosion • Affect any designated sites for geology	• Number of applications which would potentially have adverse and/or beneficial impacts on seabed condition/soils and/or designated sites. • Reduction in the likelihood of flooding from new development

6 Fisheries and Mariculture

6.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to development of fisheries and mariculture, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of development of fisheries and mariculture.

For figures please see Volume 2:

6.1: Fishing restrictions

6.2: Shellfish designations

6.3: Fishing Effort

6.2 What's the policy context?

Table 6.1: Fisheries and Mariculture Policy Context

Plan, Programme or Policy	Key message for the SA
International	
World Summit on Sustainable Development	The SA should assess whether the MSP integrates the principles of the ecosystem approach to sustainable marine management.
EC Marine Strategy Framework Directive (2008/56/EC)	The SA should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.
EC Integrated Maritime Policy for the European Union (Blue paper) COM (2007) 575	The SA should incorporate the cross-sector stakeholder integration and cooperation of available resources and the potential for the MSP to inform future planning.
Common Fisheries Policy	The SA should consider the CFP policies in regard to the fishery resource and its sustainable management and development by recognising: • The opportunity for fishers to contribute their knowledge to the plan and air reservations about its development in attaining mutual levels of sustainability. • The facilitation of aquaculture activities within the planned area • The overarching role of CFP in fisheries management.
Shellfish Waters Directive (2006/113/EEC)	The SA should assess whether the MSP will help to achieve good water quality where shellfish grow and reproduce.
Securing the Future – delivering UK sustainable development strategy (2005)	The SA should integrate the five principles outlined in the SDS: 1) Living within environmental limits 2) Ensuring a strong, healthy and just society 3) Achieving a sustainable economy 4) Promoting good governance

Table 6.1: Fisheries and Mariculture Policy Context	
Plan, Programme or Policy	**Key message for the SA**
	5) Using sound science responsibly
Guidelines for an Integrated Approach to Maritime Policy: Towards Best Practice in Integrated Maritime Governance and Stakeholder Consultation. (COM/2008/395)	The SA should take a cross cutting, ecosystem based approach to marine management.
Water Pollution by Discharges of Certain Dangerous Substances. EC Directive 76/464/EEC Codified as 2006/11/EC	The SA should assess the potential for pollution incidences through the MSP policies.
National	
Defra (2002) Safeguarding our Seas – A Strategy for the Conservation and Sustainable development of our Marine Environment	The SA should test the applications of Marine Spatial Planning based upon the ecosystem management approach.
Salmon and Fisheries Act 1975	The SA should assess whether salmonids migrating through the plan area could be affected.

6.3 What's the situation now?

Fisheries

Dorset's fishing fleet is primarily composed of inshore multi-purpose vessels which can use several methods of fishing to take advantage of seasonal fisheries. Fishers target a mix of species depending on the season, using whichever method and location best suits the prevailing conditions and enable them to earn a reasonable wage. Most fish catches landed in Dorset are exported to mainland Europe, as there is only a small demand from local retailers.

Table 6.2: Numbers of registered and licensed fishing vessels within the MMA as of July 201114		
Home Port/Harbour	**10 metres and under overall length**	**Over 10 metres overall length**
Weymouth	53	5
Portland	25	1

14 Source MMO

Kimmeridge	1	0
Lulworth Cove	3	1
Swanage*	10	1
Poole*	88	5

*outside MMA but many boats operate within it

Approximately 90% of boats registered within the MMA are skipper-owned, and because of this it is difficult to estimate the number of people dependent on fishing within the area. Poole is the administration port with the largest number of fishermen in England (983). This is in part due to the large number of vessels of 10 metres and under overall length which are shared by multiple part-time fishermen. Most of these boats are, with small exceptions, day boats, leaving in the morning to return and land their catch later that day; they are generally home-based but may also travel between local ports.

Inshore vessels are controlled by the Southern Inshore Fisheries Conservation Authority (S IFCA), with a remit of not only sustainable management of inshore fisheries, but also to support the conservation objectives of designated sites, such as SSSIs and Ramsar sites and Marine Conservation Zones within the IFCA district. Their jurisdiction is from the high water mark out to six nautical miles, and all fishing vessels operating within their district must be registered with them. Under IFCA byelaws, vessels must be less than 12m; although a few skippers have 'grandfather rights' which exempt vessels over the permitted size prior to the introduction of the byelaw to continue until ownership of the vessel changes.

The fishing fleet is dominated by static gear operators, and a large number use pots to target crabs and lobsters along the rocky inshore ledges. The potting fleet is increasing, and is mainly operated by full time fishermen. Vessels sometimes stake and operate within boundaries, with a degree of local cooperation and respect of each other's boundaries. Boats set between 400 and 1000 pots each, in fleets of 20-100 pots from a couple of metres from the shoreline, sometimes out to 30 miles offshore. It is currently estimated that there are 6000 crab and lobster pots around the Weymouth and Portland areas alone. Portland Harbour is also potted for prawns and whelks, caught in purpose-built pots, are targeted for the rapidly growing far-east market. Cuttlefish are also targeted by potters at certain times of the year.

Bass are an important demersal target species, and provide income for many part time and casual fishermen in the warmer months. Fishermen use gill and trammel nets, but there has been a trend to switch from netting to rod and lining which usually takes place at dusk and dawn. This particularly applies to smaller vessels operating out of Weymouth which fish Portland Race and the Shambles.

Bass are taken further offshore by visiting pair trawlers, which often land their catch in France, and these trawlers also take herring, mackerel and sprat during the colder months. Other fin-fish which are targeted in smaller quantities by the local fleet include bottom dwelling flatfish, such as sole, rays and plaice as well as demersal and pelagic species such as cod, pollack and mackerel.

Scallop dredging, by a small number of boats, mainly occurs to the west of the MMA in Lyme Bay, but commercial divers gather scallops from the rough grounds on Lulworth Bank during the summer months. Weymouth is the main landings port within the MMA, and in 2009 a total catch of 1,952 tonnes worth £2,153,000 was recorded. Shellfish were the dominant

catch, primarily made up of mussels, crab, whelks and scallops. Bass dominated the demersal catch and the only other major landings were skates and rays. The only pelagic species landed in 2009 was mackerel. Landings into Weymouth have been decreasing since 2005, although the value of those landings has remained relatively stable.

Aquaculture

Three areas within the MMA - Portland Harbour East, Portland Harbour West and the Shambles Bank – are designated shellfish waters, under the EC Shellfish Waters Directive (**Figure 6.4**).

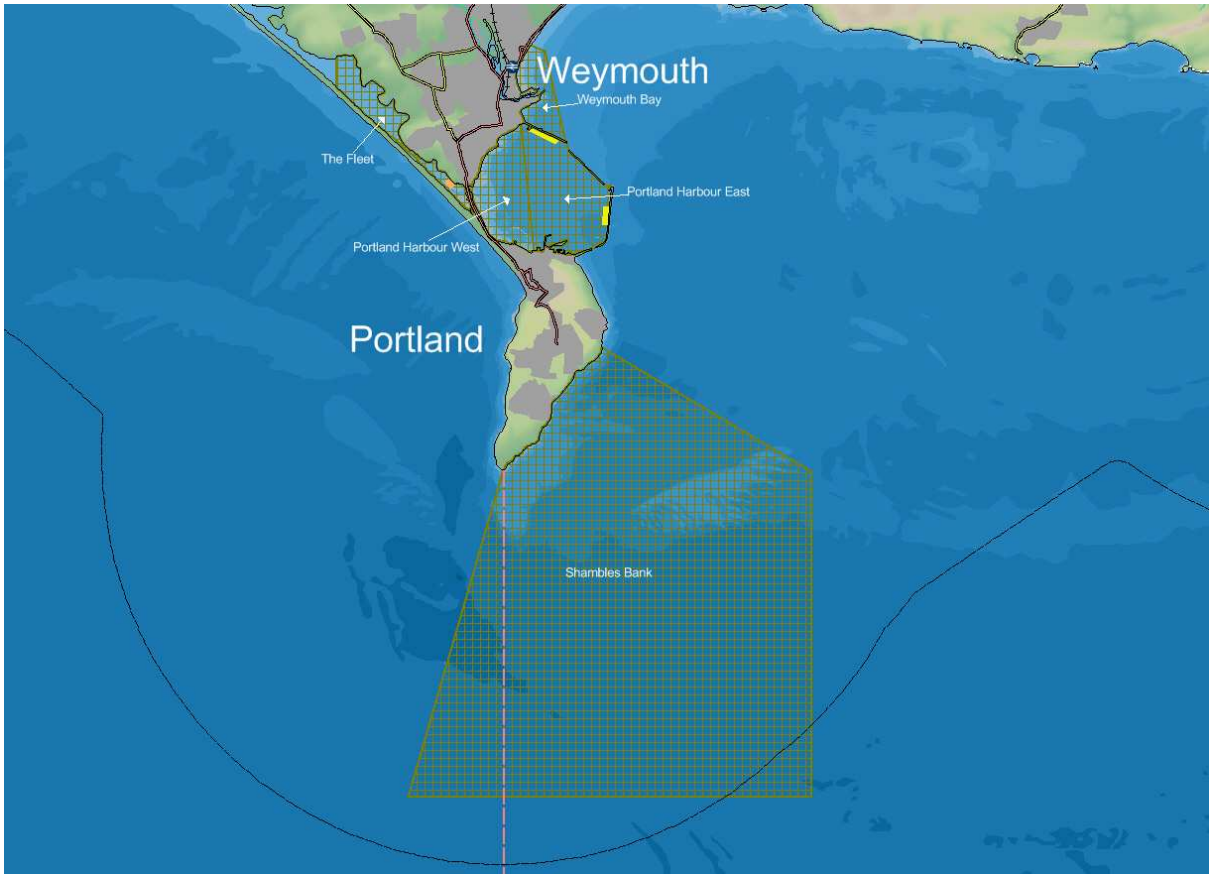

Figure 6.4: Designated shellfish waters, aquaculture sites and several orders.

Within Portland Harbour there are two mussel farms. One is located on the inner southern arm of the Port and is run by Portland Oystermen Ltd. Buoys demarcate the farm to alert vessels to its location. There are currently two lines capable of producing 10 tonnes of mussels per year, but there is potential for up to 10 lines with a production of up to 100 tonnes. Natural spat is collected from the surrounding waters, usually from mooring ropes and take 13 months to two years to reach maturity and a marketable size. Because the water is generally A quality with occasional B ratings, the mussels are sold on to purchasers for filtration and purification.

The second farm is managed by Lyme Bay Shellfish on the northern arm of the Harbour. The site is on lease to the consortium from Portland Port Ltd until 2013. The farm also rents the breakwater and the Vernon building. Plans exist to install a purification plant, although it is not currently authorised for depuration, and to purchase a new crane to enable larger lines

to be lifted. Mussel spat is collected from the end of Portland Bill and the farm currently holds fourteen ropes with one hundred drop down lines, producing 800 kilos of mussels a week.

A several order, Portland Harbour Fishery (Variation) order 1999, covered most of the south western side of the harbour. Attempts were made to establish a scallop ranch here, but due to water quality issues and lack of purification facilities there were no commercial harvests. This several order expired in 2010, and hasn't been extended.

The deep water off Portland Bill is an important natural source of seed Mussels; some are taken from the area and stored in Portland Harbour to meet winter demand, but the majority are re-laid on subtidal ground lays in Poole Harbour for fattening, which accounts for 90% of the Mussel production from Poole Harbour.

The Fleet Oyster Farm lies at the southern end of The Fleet, and is authorised as Purification Centre and Shellfish Aquaculture Production Business. The Farm covers approximately two hectares and uses an Australian system, which consists of twenty 50-metre timber post and rail rows carrying purpose made enclosed plastic mesh baskets. Part grown Oysters (30-40mm) are sourced from the Channel Islands and re-laid in the Fleet for between 7-12 months until they are of marketable size.

6.4 What will be the situation without the plan?

Fisheries

Whilst the 2012 CFP reform and new IFCA conservation obligations will have implications for fisheries within the MMA, it is the likely designation of new Special Areas of Conservation (SACs) and Marine Conservation Zones (MCZs) (collectively Marine Protected Areas (MPAs)) that will have the biggest future impact. 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".*

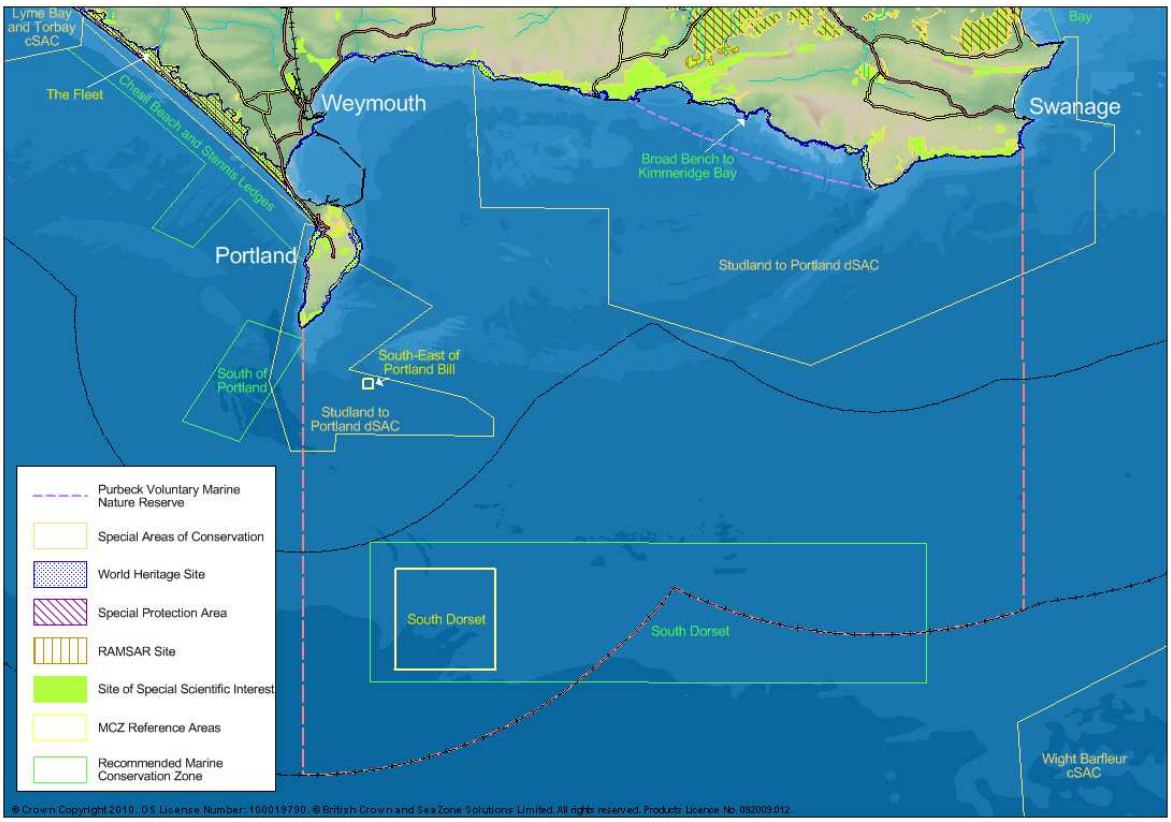

Figure 6.5: Existing and potential European Sites.

SACs are designated by Natural England to fulfil European obligations, and stakeholders are not involved in identifying sites. However, Dorset fishermen played an active role in identifying recommended MCZs which should help to improve compliance and minimise impacts on livelihoods in these areas. Despite this, in the future there could be increased pressure on areas outside MPAs caused by displacement fishing. Fishermen who currently use mobile gear could also turn to static methods, causing greater competition and pressure - particularly on rocky reefs.

There is an increasing national and local demand for locally sourced produce and fish that has been caught in a more environmentally responsible way. Following recent national campaigns, people are also more willing to try different types of fish. This could see local fishermen start to deliberately target more diverse species, and encourage more sustainable fishing practices.

Climate change may cause some species to disappear from local waters, opportunities may also open up to fishermen as new, warmer-water species arrive; grey triggerfish, for example, are being found more frequently off Chesil Beach in the summer months. However increased storminess could lead to fewer days at sea for fishermen, and greater risks of getting into difficulties.

Aquaculture

The Crown Estate has recently granted a lease for a pilot scale mussel farm development in the north west area of Lyme Bay. The Lyme Bay mussel farm proposal is 2.5-6nm off-shore, and covers an area of 18km^2. If demand for mussels continue to grow and the Lyme Bay farm proves successful, Weymouth Bay could be targeted for future development. A constraints-mapping exercise has identified several areas within the MMA as having suitable conditions for aquaculture development.

It is highly likely that the Navitus Bay windfarm will start its construction phase in 2016. In the short term it seems unlikely that any aquaculture co-location will take place but, as technology improves in both industries, it could be a possibility in the next 20-30 years.

6.5 Assessment Framework

Table 6.3: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Fisheries and Mariculture	• Enhance aquaculture and sustainable fisheries practices. • Take into account the effects of climate change on fisheries and mariculture.	• Promote aquaculture and fisheries activities that increase job opportunities and food security using environmentally sound practices; • Reduce by-catch as a result of fishing activities	• Total number of landings • Planning consents given for aquaculture • Fisheries environmental surveys

7 Recreation and Tourism

7.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to development of recreation and tourism, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of development of recreation and tourism.

For figures please see Volume 2:

7.1: Terrestrial recreational activities

7.2: Marine recreational activities

7.2 What's the policy context?

Table 7.1: Recreation and Tourism Policy Context

Plan, Programme or Policy	Implications for the SA of Dorset MSP
International	
Securing the Future – delivering UK sustainable development strategy (2005)	The SA should integrate the five principles outlined in the SDS: 1) Living within environmental limits 2) Ensuring a strong, healthy and just society 3) Achieving a sustainable economy 4)Promoting good governance 5) Using sound science responsibly
Bathing Water Directive (76/160/EEC) and (2006/7/EC)	The SA should assess policies and their possible effects on bathing waters.
National	
Defra (2002) Safeguarding our Seas – A Strategy for the Conservation and Sustainable development of our Marine Environment	The SA should test the applications of Marine Spatial Planning based upon the ecosystem management approach.
Marine and Coastal Access Act (2009)	The SA should assess whether the MSP promotes all aspects of sustainable development and makes provision for transparent stakeholder interaction and effective protection of the marine environment.
Coastal Planning (PPG20) 1992	The SA should assess whether the MSP enables public access to the coast which will not damage nature conservation features.
Natural Environment and Rural Communities Act	The SEA will assess the sustainability of the MSP, particularly addressing any sensitive receptors in rural communities.

Table 7.1: Recreation and Tourism Policy Context	
Plan, Programme or Policy	**Implications for the SA of Dorset MSP**
(2006)	
Sustainable Development in Rural Areas (PPS7; 2004)	The SA should assess economically viable and environmentally sustainable methods of development.
Consultation paper: Planning for a Natural and Healthy Environment	The SA should consider how the MSP will engage with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
Regional / Local	
Jurassic Coast Management Plan (2009)	The SA should assess the MSP's contribution to enhancing tourism to the Jurassic Coast
Dorset Coast Strategy (1999)	The SA should assess the MSP's contribution to enhancing tourism to the Dorset Coast
Portland Harbour Authority MSP (2008)	The SA should consider both the positive and negative impacts that tourism might bring to the area.
Portland Harbour Management Plan (2006)	The SA should consider both the positive and negative impacts that tourism might bring to the area.
Dorset AONB Management Plan (2009)	The SA should assess whether there may be negative or positive effects on the AONB from tourism and / or recreation activities in the MSP.
Weymouth & Portland Borough Council Local Plan	The SA should look at the synergies / conflicts between the terrestrial sustainability issues and those in the marine environment – partially relating to recreation and tourism
A Business Plan for Weymouth Harbour 2010 – 2015	The SA should look at the synergies / conflicts between the terrestrial sustainability issues and those in the marine environment – particularly relating to recreation and tourism

7.3 What's the situation now?

Tourism is one of Dorset's predominant industries, and the coast is arguably Dorset's most important single tourism asset; in 2008 just over 5 million day visits were spent there (**Figure 7.3**). As well as traditional beach holidays, walking, angling, scuba diving, sailing and other watersports are all popular attractions. In a South West Tourism survey in 2008, 6% of respondents said they would be doing some sailing, 19% mentioned other water sports (surfing etc), 68 % swimming in the sea, 94% spending half day or more at the beach.

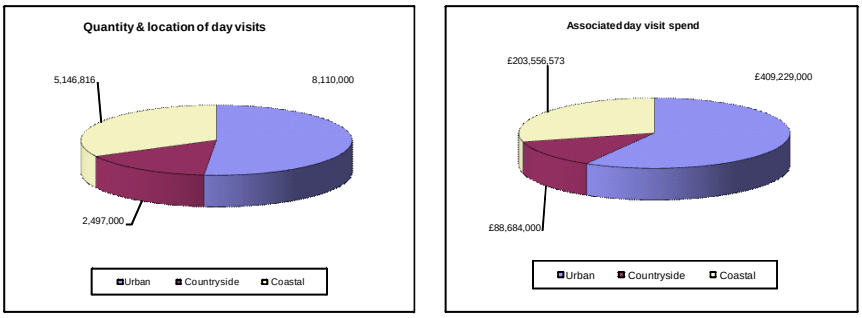

Figure 7.3: Quantity and location of day visits and associated spend in Dorset

The leisure and tourism sector accounts for 10% of workplaces within the MMA, 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 MMA (**Table 7.2**).

Table 7.2: Value of tourism, 2008

	Purbeck	West Dorset	Weymouth
Staying visitor spend	£78,899,000	£128,900,000	£91,459,000
Day visitor spend	£71,377,000	£119,871,000	£57,404,000
Total visitor spend:	£150,276,000	£248,771,000	£148,863,000
GVA	£96,396,000	£161,389,000	£103,643,000
Tourism supported employment	14%	13%	16%

Holiday parks represent a large proportion of the accommodation stock in rural Dorset. In some cases these can be visually intrusive, and at present many local holiday park owners are undertaking environmental improvements - such as planting trees and improving the appearance of their sites. Some of these parks are located in areas which are vulnerable to coastal flooding.

Weymouth & Portland is one of the most popular diving locations in the UK, supporting 35,000 diver days per year. Based on a 2005 Weymouth & Portland survey, it is estimated today that diving tourism contributes about £8 million in demand for goods and services within Dorset (excluding Poole and Bournemouth), adding about £2 million to the GVA and supporting about 76 jobs in the local economy. However, diving operations are currently experiencing a downturn – partly due to the 2008 recession and also the availability of low-cost foreign dive trips.

Angling is widespread in Dorset, from both shore and boat and it is acknowledged as one of the best bass angling locations in the country. Weymouth has the UK's largest charter angling boat fleet.

Sailing is more popular than ever in Dorset, with the development of the Weymouth and Portland National Sailing Academy (WPNSA) and announcement that it would host the 2012 London Olympic and Paralympic Games sailing events. Since opening, WPNSA has created demand in service and marine industries worth in the region of £10 million, and it is predicted that it will be adding something in the region of £6m each year to the local economy.

Weymouth also provides the shortest crossing to France west of Folkestone, which makes it a popular berthing location. Weymouth Inner Harbour has two providing over 450 permanent berths for vessels 6-12 metres in length. Weymouth Marina, which sits just beyond the town's lifting bridge, offers over 300 fully serviced berths. Portland Marina currently has 300 berths.

Apart from the 'normal' tourism spend associated with boating, additional expenditure on berthing charges, servicing and maintaining and upgrading of equipment accounted for an additional £2.1 million within the MMA. This gives a total spend of £2.7 million associated with boating – about one per cent of total staying visitor spending. Boating spend is most important to Weymouth & Portland, totalling about £2.3 million: about 2% of staying visitor spend.

The last ten years has seen an increase in both established and new watersports within the MMA. Portland Harbour provides a safe environment for many types of watersport; with windsurfing and kitesurfing being particularly popular. There are several training schools that cater for windsurfers, powerboating, waterskiing and kitesurfing in the area. **Figure 7.4** provides an illustration of recreation activities in the MMA area.

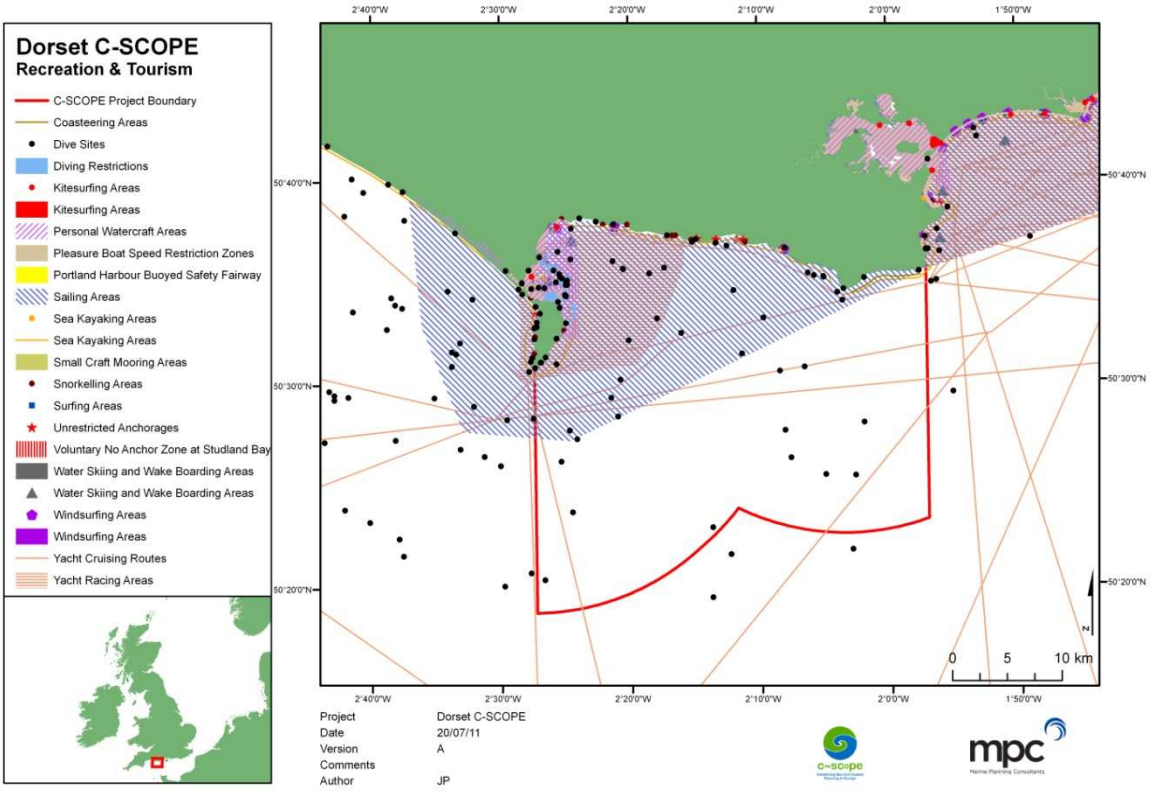

Figure 7.4: Recreation and Tourism activities

Kimmeridge Bay is highly popular for both surfers and windsurfers. It is acknowledged as one of the best surfing spots on the south coast, and when the wind is from the NW, N or NE, surfers flock to the Bay and it can get quite crowded. Kayaking is also popular many companies offer kayaking and camping tours of the area. Coasteering has seen a rapid increase in popularity, and the cliffs and caves of Purbeck have proved to be a major draw for companies offering this activity.

With an increase in availability of water sports this has led to further pressures in urban coastal areas. As Dorset has a very exposed coastline this limits access to beaches and harbours. Environmental pressures as a result of recreational use are difficult to quantify due to lack of spatial and temporal information. Pressures may include removal of marine fauna and flora, and physical or visual disturbances of wildlife.

7.4 What will be the situation without the plan?

As with the national situation, the growth and stability of the sector is heavily dependent on the general health of the UK economy and this makes forecasting for the next few years difficult. It is however highly probable that marine and coastal leisure will continue to grow within the MMA.

The Weymouth and Portland Wreck to Reef project aims to sink a ship as an artificial reef off Ringstead Bay (**Figure 7.5**). Drawing on the experiences and the resulting benefits of previous man made artificial reefs, notably HMS Scylla in Whitsand Bay, East Cornwall, it is believed that it will help redress the economic down-turn within the local diving industry. The project is in the final stages of conducting an EIA.

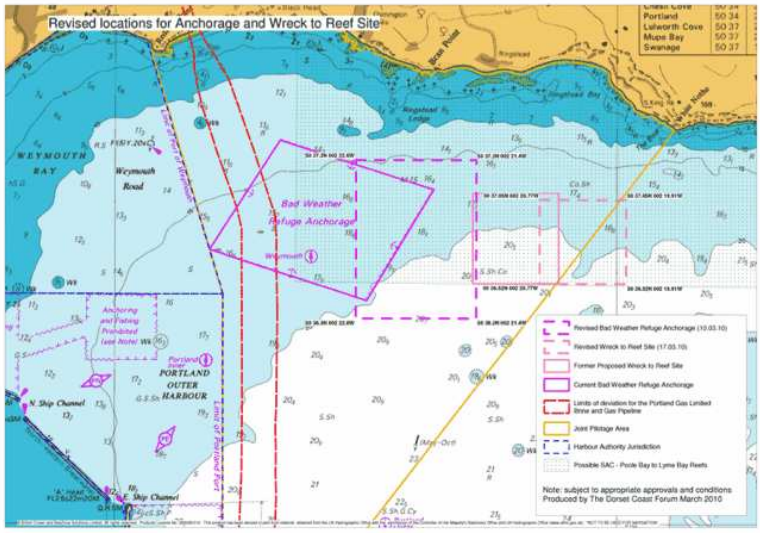

Figure 7.5: Location of proposed wreck to reef project

Climate change is likely to have a big influence on this sector. In 2003 a heat wave, with temperatures of 31+℃, attracted record numbers of visitors to Bournemouth; accommodation was full, there was 20% more traffic than usual causing pollution to rise to more than double the Government health limit and emergency vehicles access blocked. These temperatures are likely to become normal in summer by the 2040s and the resulting issues as well as 'coastal capacity 'should be taken into account for future planning. Warmer and more reliable summers could also provide major economic benefits.

7.6 Assessment Framework

Table 7.3: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Recreation and Tourism	• Increase awareness, skills, accessibility, understanding and enjoyment of the environment	• Protect or enhance the tranquility of the coast; • Improve accessibility to good quality marine areas and increase opportunities for outdoor recreation and exercise; • Promote prosperity and quality of life benefits for the people and communities of the Dorset Coast through appropriate levels of development surrounding the plan area; • Improve and integrate marine planning throughout the Dorset coast and to take the importance of tourism and the economy into account.	• Increase in the number of regeneration schemes. • Proportion of tranquil areas • General resident perception surveys

8 Waste and Water Quality

8.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered and then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to waste and water, and highlights the issues likely to be most significant in the MMA. Finally, it presents the assessment framework for assessment of development of waste and water quality.

For figures please see Volume 2:

8.1: Dredging maintenance and disposal

8.2: Sewage treatment works and infrastructure

8.3: Nitrate vulnerable zones

8.4: EU listed bathing waters

8.2 What's the policy context?

Table 8.1: Waste and Water Quality Policy Context

Plan, Programme or Policy	Key message for the SA
International	
EC Marine Strategy Framework Directive (2008/56/EC)	The SA should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.
Water Framework Directive (2000/60/EC)	The SA should consider water quality and water sustainability and include a strategic overview of water quality management issues for transitional and coastal Dorset waters.
Urban Waste Water Treatment Directive (91/271/EEC)	The SA should consider how to best support the implementation of this directive by promoting best sustainable practice (i.e. port development).
Bathing Water Directive (76/160/EEC) and (2006/7/EC)	The SA should assess the implications of policy on bathing water quality.
Water Pollution by Discharges of Certain Dangerous Substances. EC Directive 76/464/EEC Codified as 2006/11/EC	The SA should assess the implications of policy on potential discharges.
Shellfish Waters Directive (2006/113/EEC)	The SA should assess whether the MSP will help to achieve good water quality where shellfish grow and reproduce.
National	
Defra (2002) Safeguarding our Seas – A Strategy for the	The SA should test the applications of Marine Spatial Planning based upon the ecosystem management approach.

Table 8.1: Waste and Water Quality Policy Context	
Plan, Programme or Policy	**Key message for the SA**
Conservation and Sustainable development of our Marine Environment	
Local Spatial Planning (PPS 12)	The SA may consider the role of other service providers to deliver mutually beneficial objectives.
Sustainable Development in Rural Areas (PPS7; 2004)	The SA will be consulted upon with stakeholders and businesses to promote economically viable and environmentally sustainable methods of development.
Planning for a Natural and Healthy Environment	The SA should consider how the MSP will engage with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
Regional / Local	
SW River Basin Management Plan	The SA should assess whether the MSP will prevent deterioration or enhance the ecological status of coastal and associated estuarine environments.

8.3 What's the situation now?

Water resources are important for oil and gas infrastructure, commercial fishing, aquaculture and recreation, as well as facilitating the potential for marine renewables.

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.

8.4 What will be the situation without the plan?

Bathing water, water quality and waste are regulated through a range of mechanisms. However, there will be greater pressure placed on existing Drainage Area Networks (DAN) and waste water treatment sites as terrestrial development takes place.

Added to this are the likely influx of tourism and recreation both through terrestrial policies and the area being used for the 2012 Olympics. The MSP will need to take into account the impacts of the event and also plan for any legacy activities created by the provision of more infrastructure and associated increase in use.

Finally, the continued activity of the port, albeit regulated, poses a risk of pollution incidents and impacts on water quality.

8.5 Assessment Framework

Table 8.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Waste and Water Quality	• Maintain and, where appropriate, enhance water quality and good ecological status of coastal and transitional waters as set out in the WFD including marine, coastal and estuarine systems.	• Take into account the requirements of the Water Framework Directive and the chemical, ecological and hydrological pressures on the water environment • Ensure sustainable use of natural resources and minimise the impact of waste disposal • Improve and support water efficient technologies • Limit water pollution to levels that do not damage natural systems • Reduce contamination, and safeguard seabed / sediment quality and quantity • Minimise waste, then re-use or recover it through recycling; and • Maintain and restore key ecological processes (e.g. hydrology, water quality, coastal processes)	• Increase in the number and duration of bathing water areas passing Bathing water quality EC Guideline Standards. • Reduction in diffuse pollution (e.g. nitrates) within marine areas. • Reduction in point source pollution in watercourses. • Increase in the number of development schemes that incorporate water efficient technologies. • Number of developments planned or retrofitted with SUDS for existing water systems. • Water quality in designated areas • Number of applications which would potentially have adverse and/or beneficial impacts on water quality /status • Proportion of coastal water bodies achieving good ecological status by 2015 under the Water Framework Directive

9 Renewable Energy and Natural Resources

9.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered and then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to renewable energy and natural resources, and highlights the issues likely to be most significant in the MMA. Finally, it presents the assessment framework for assessment of development of renewable energy and natural resources.

For figures please see Volume 2:

9.1: Aggregate extraction and licensing areas

9.2: Oil installations and resources

9.3: Renewable potential and zones

9.2 What's the policy context?

Table 9.1: Renewable Energy and Natural Resources Policy Context

Plan, Programme or Policy	Key message for the SA
International	
EC Marine Strategy Framework Directive (2008/56/EC)	The SA should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.
EC Integrated Maritime Policy for the European Union (Blue paper) COM (2007) 575	The SA should incorporate the cross-sector stakeholder integration and cooperation of available resources and the potential for the MSP to inform future planning.
Securing the Future – delivering UK sustainable development strategy (2005)	The SA should integrate the five principles outlined in the SDS: 1) Living within environmental limits 2) Ensuring a strong, healthy and just society 3) Achieving a sustainable economy 4)Promoting good governance 5) Using sound science responsibly
National	
PPS 22: Renewable Energy	PPS22 sets out eight key principles for proving renewable energy at a local level, the relevant elements are provided below: *(i) Renewable energy … should be capable of being accommodated …in locations where the technology is viable and environmental, economic, and social impacts can be addressed satisfactorily.* *(ii)…local development documents should contain policies designed to promote and encourage, rather than restrict, the development of renewable energy resources... local planning authorities should recognise the full range of renewable energy sources.* *(iii) At the local level, planning authorities should set out the criteria that*

	will be applied in assessing applications for planning permission for renewable energy projects. *(iv) The wider environmental and economic benefits of all proposals for renewable energy projects, whatever their scale, are material considerations...* *(vi) Small-scale projects can provide a limited but valuable contribution to overall outputs of renewable energy and to meeting energy needs both locally and nationally.* *(vii) Local planning authorities…should foster community involvement in renewable energy projects…* *(viii) Development proposals should demonstrate any environmental, economic and social benefits as well as how any environmental and social impacts have been minimised through careful consideration of location, scale, design and other measures.*
UK Renewable Energy Strategy (2009)	The SA should consider potential future decisions and policy on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.
Energy Act (2010)	Possible sites for a tidal and a round 3 wind farm are within, and straddle the marine management area. There is also gas development works proposed in Weymouth. The SA should consider the economic, social and environmental implications.
Regional / Local	
Dorset AONB Management Plan (2009)	The SA should consider both the impact on the AONB from external and internal views.
Government Office for the South West (2003) Regional Renewable Energy Strategy for the South West of England 2003- 2010 Revision 2010 and 2020	The SA should consider potential future decisions and policy on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.
Government Office for the South West (2003) Regional Renewable Energy Strategy for the South West of England 2003- 2010 Revision 2010 and 2020	The SA should consider potential future decisions and policy on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.

9.3 What's the situation now?

The MMA has potential for offshore renewable energy technologies.

The Portland Project, a 1,000 million cubic metres salt cavern, is a planned natural gas storage facility, commencing construction at the end of 2010.

The West of Wight Round 3 wind farm development zone straddles the MMA. The developer (Eneco) believes that 30% of the area could be developed, for a wind farm with up to 900 MW capacity, which equates to the supply of 2.87 TWh/year for circa. 587,000 homes. The scheme is expected to be in operation by 2018, subject to planning permissions.

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 MMA.

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.

9.4 What will be the situation without the plan?

Offshore Wind

At the beginning of 2010, The Crown Estate awarded Eneco the lease to develop Zone 7 (West of Wight) of the Round 3 offshore wind sites. The total zone area equates to 723.7km^2, but only 197km^2 of this will be developed. This area is just outside the C-SCOPE MMA; however, amongst other implications, Chickerell substation is identified as a possible site to connect to the national grid. At its closest turbines will be sited 8.2 miles from Peveril Point, Swanage and its Northern most boundary will be located 10.2 miles from Bournemouth and 8.4 miles South West of the Needles. The type (and therefore height) of turbines will be determined following further research and consultation and this in turn will dictate the number of turbines within the development. Eneco currently state there will be approximately 180-300 turbines spaced 1.5km apart with a total power capacity of 0.9GW, powering between 615,000 and 820,000 homes.

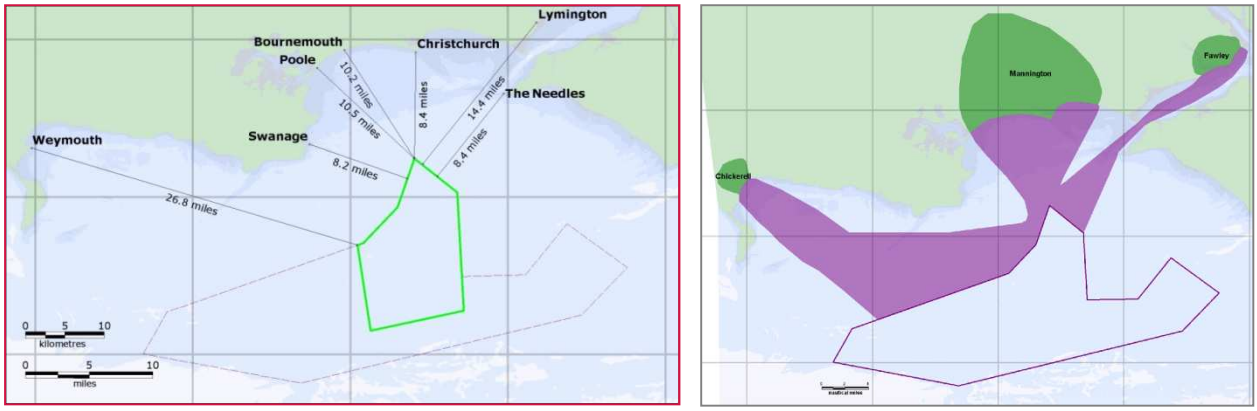

Figure 9.4: Area to be developed and Cable Search Corridor for 'Navitus Bay' wind farm.[15]

Project scoping will continue through to 2012, and a consents application will be placed on its completion. Eneco hope to be awarded permissions in 2013, and this will be followed by construction contract bids and port selection in 2014. Construction will commence in 2016, completing in 2018-19 to a 50 year design standard. Foundation design is yet to be decided, (key determinates being depth, seabed geology and sediment type) but this in turn will dictate construction techniques. Eneco intend to use underground cabling, linking to a transmission pit and onwards to existing electricity sub-stations. Any onshore infrastructure is expected to be approximately 150m^2 and would require road access.

Neither The South West Regional Development Agency (SWRDA) Offshore Renewables Resource Assessment and Development Technical Report (2010), nor The Offshore

15 Source: Eneco.

Valuation Group Report (2010) identified further practical fixed offshore wind resource (what is available after consideration of external physical constraints) in Dorset waters. The Dorset Offshore Renewable Energy Capacity Study identified two Potential Development Areas, but this study imposed fewer hard constraints and listed development considerations (i.e. parameters that may influence the complexity of development within these areas but do not restrict it out right). Both areas lie within 12nm of the coast.

Care must be taken when interpreting these conclusions as both future technologies and government policy could radically alter the potential for future development.

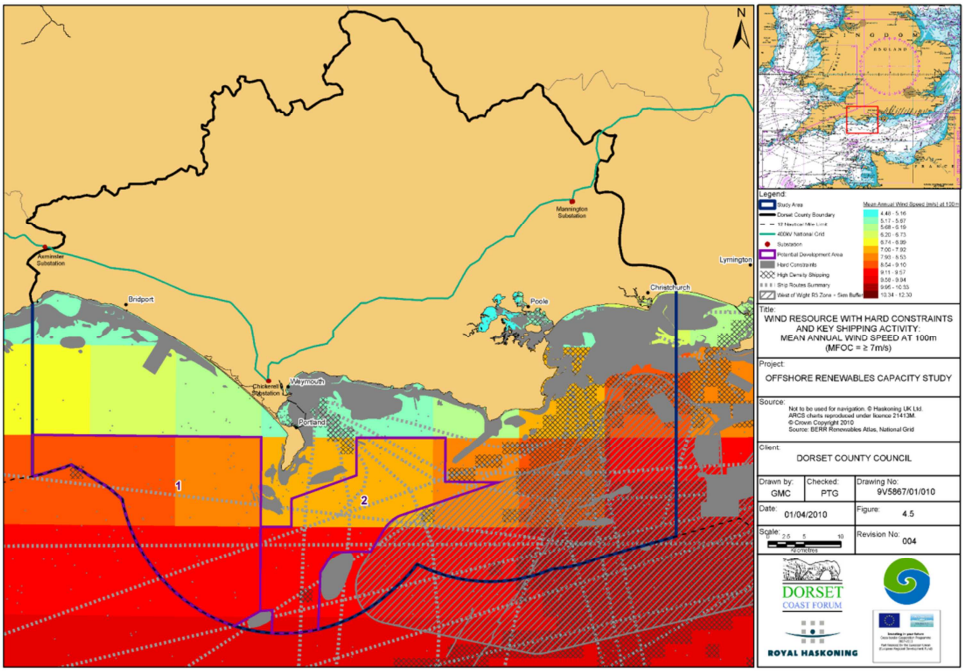

Figure 9.5: Potential offshore wind resource within Dorset

Tidal Stream

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.

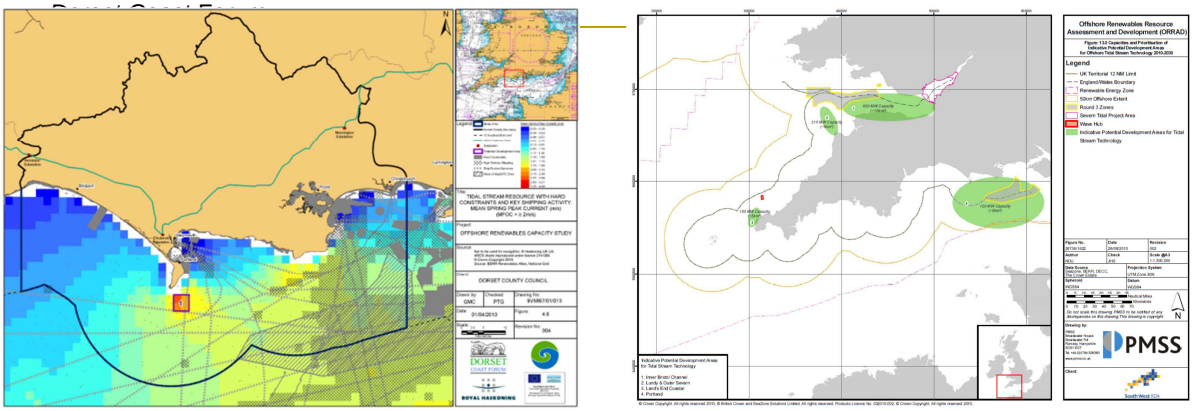

Figure 9.6: Tidal Resources within the C-SCOPE MMA a) C-SCOPE Offshore Renewables Capacity Report and b) Offshore Renewables Resource Assessment and Development (ORRAD) Project – Technical Report

Wave Energy

Using the industry standard Minimum Feasible Operating Standards for wave technologies, the Dorset Offshore Renewables Capacity Report did not identify any offshore wave potential However, ¼ scale wave demonstration devices were considered feasible within three areas (**Figure 9.7**).

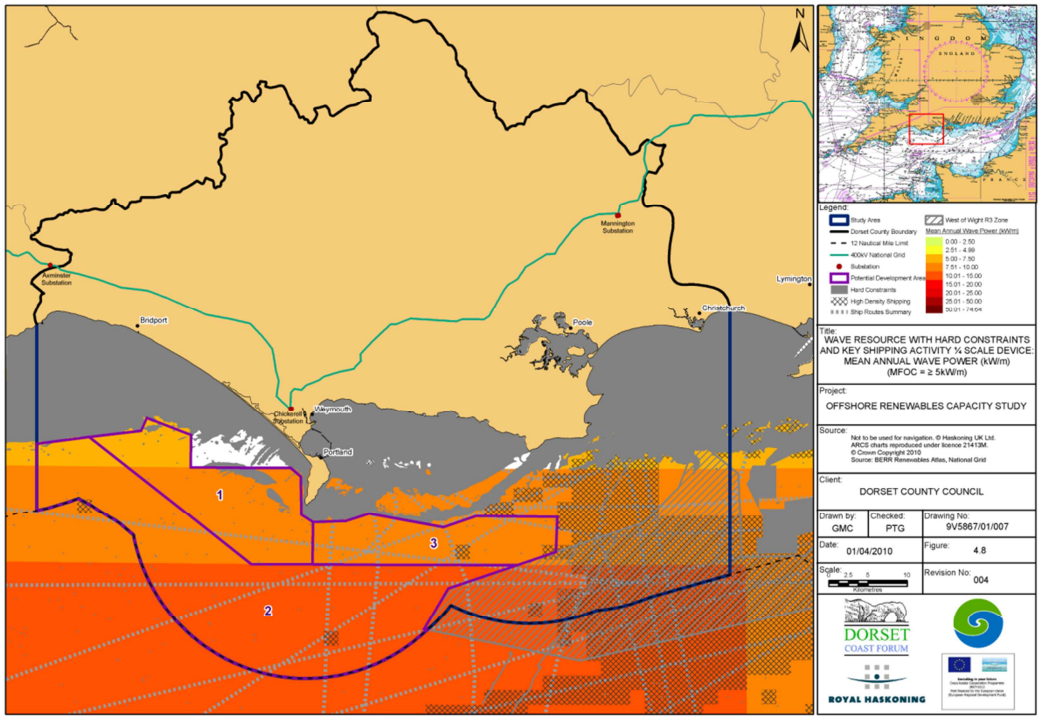

Figure 9.7: ¼ scale wave device potential areas within Dorset

The SWRDA Technical Report identifies a 58km section of coastline from near Overcombe, to the Dorset/Hampshire border (excluding Poole Harbour inside of the Sandbanks ferry route) as suitable for shoreline wave device deployment. Shoreline wave technologies are assumed to be land based and fixed or embedded into structures such as breakwaters; they operate at low tidal ranges of less than 2m. Not all of this area will be available for deployment due to existing coastal constraints, including MoD, the Poole Bay and Lyme Bay Reef dSAC and the Jurassic Coast World Heritage Site.

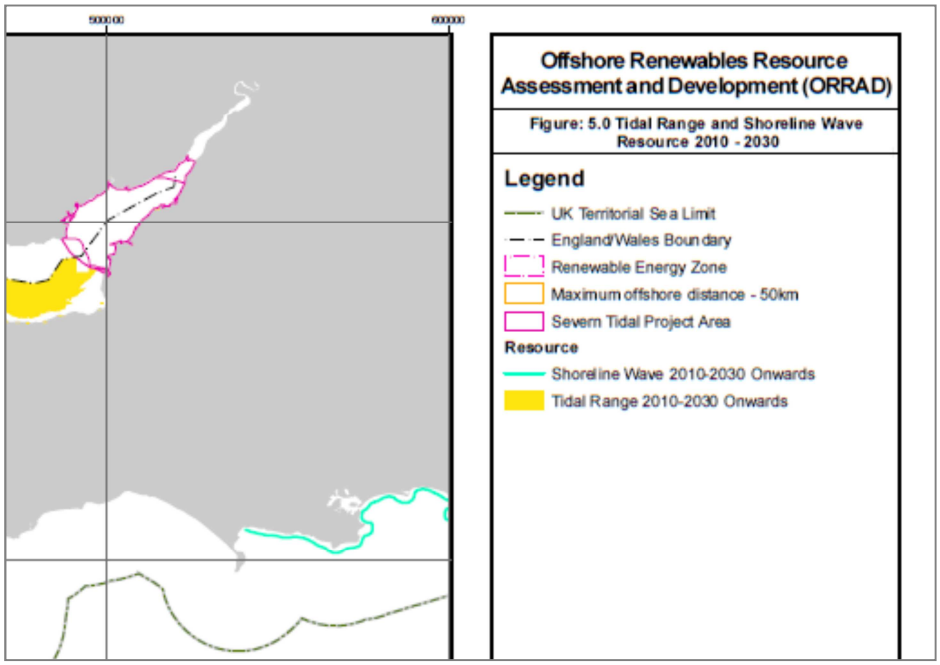

Figure 9.8: Shoreline wave resource 2010-2030.16

9.5 Assessment Framework

Table 9.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Climatic factors and Material Assets	• Promote the sustainable delivery of renewable energy? • Utilise the MMAs natural resources to their best effect?	• Provide a sustainable strategy for mixed used development on potential renewable sites? • Contribute towards the national targets for greenhouse gas reduction? • Ensure adequate resources for future generations?	• Installed renewable capacity. • Increase in the number of renewable trial sites and technologies

16 Source: Offshore Renewables Resource Assessment and Development (ORRAD) Project – Technical Report

10 Defence

10.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to development of defence infrastructure, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of development of defence infrastructure.

For figures please see Volume 2:

10.1: Military Activities

10.2 What's the policy context?

Table 10.1: Defence Policy Context

Plan, Programme or Policy	Key message for the SA
International	
Securing the Future – delivering UK sustainable development strategy (2005)	The SA should integrate the five principles outlined in the SDS: 1) Living within environmental limits 2) Ensuring a strong, healthy and just society 3) Achieving a sustainable economy 4)Promoting good governance 5) Using sound science responsibly
National	
Transport and Works Act (1992)	The SA should be informed by other relevant development consents
Regional / Local	
Lulworth Ranges Byelaws (1978)	The SA must recognise the rights of the MoD to operate between just west of Kimmeridge Bay to just east of Lulworth Cove and out to six nautical miles offshore between Lulworth Cove and St. Albans Head. It should also help inform the public and commercial/recreational vessels regarding the danger area when access is not permitted.

10.3 What's the situation now?

There is restricted public access to the coast and adjacent marine area to recreational boating and fishing at Lulworth, due to the presence of the Lulworth Ranges.

There is also seabed litter caused by munitions training.

10.4 What will be the situation without the plan?

Restrictions are likely to continue and the MSP has no legal remit to alter this.

10.5 Assessment Framework

Table 10.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Material Assets	• None-proposed[17]	None Proposed	None proposed

17 There is limited access to the restricted areas and the MSP is likely to have little to no effect in terms of planning for future use in this area. We have therefore not included any objectives for this area.

11 Economy and Material Assets

11.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to the economy and material assets, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of the economy and material assets.

For figures please see Volume 2:

11.1: Navigation and anchorages

11.2: Shipping routes

11.3: Terrestrial infrastructure

11.4: Population

11.5: Employment by sector

11.6: Percentage Unemployment

11.7: Marine Industries

11.8: Pipelines and Cables

11.2 What's the policy context?

Table 11.1: Economy and Material Assets Policy Context

Plan, Programme or Policy	Key message for the SA
International	
World Summit on Sustainable Development	The SA should integrate the principles of the ecosystem approach to sustainable marine management.
Securing the Future – delivering UK sustainable development strategy (2005)	The SA should integrate the five principles outlined in the SDS: 1) Living within environmental limits 2) Ensuring a strong, healthy and just society 3) Achieving a sustainable economy 4)Promoting good governance 5) Using sound science responsibly
Guidelines for an Integrated Approach to Maritime Policy: Towards Best Practice in Integrated Maritime Governance and Stakeholder Consultation. (COM/2008/395)	The SA should assess whether the MSP takes a cross cutting, ecosystem based approach to marine management.

National	
Draft National Policy Statement - Ports	The National Policy Statement (NPS) provides the framework for future decisions on proposals for new port development to be taken by the Infrastructure Planning Commission (IPC) established under the 2008 Act to deal with nationally significant infrastructure proposals (NSIPs). It applies, wherever relevant, to associated development, such as road and rail links, for which consent is sought alongside that for the principal development.
UK Renewable Energy Strategy (2009)	The SA should consider the economic impacts of future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.
Local Spatial Planning (PPS 12)	The SA should consider the role of other service providers to deliver mutually beneficial objectives.
Sustainable Development in Rural Areas (PPS7; 2004)	The SA should consider the economic effects on rural communities and businesses to promote economically viable and environmentally sustainable methods of development.
Coastal Planning (PPG20) 1992	The SA should assess whether the MSP is promoting development in coastal areas which requires a coastal location.
Planning Policy 25 Supplement: Development and Coastal Change (2010)	The SA should address the potential social, economic, and environmental costs and benefits arising from the plan to inform future development.

11.3 What's the situation now?

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.

Weymouth and Portland have a respectable marine and maritime industry covering the overarching sub-sectors:

- Marine resource based industries
- Marine system design and construction
- Marine operations and shipping; and
- Marine related equipment and service providers

Osprey Quay development 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

Weymouth Pavilion development (postponed)

The Government is proposing an 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.

House prices and projections are shown for two districts; Purbeck and Weymouth/Portland.

In Purbeck, average house prices are 14.5 % higher than the national average (based on 185 sales, October - December 2009).

In Weymouth/Portland, average house prices are 14 % lower than the national average (based on 185 sales, October - December 2009).

Transmission lines

There is currently one active power cable which runs from the beach at Grove Point, Portland, out to the Noise Range (**Figure 11.10**). There are currently no telecoms cables within the C-SCOPE MMA.

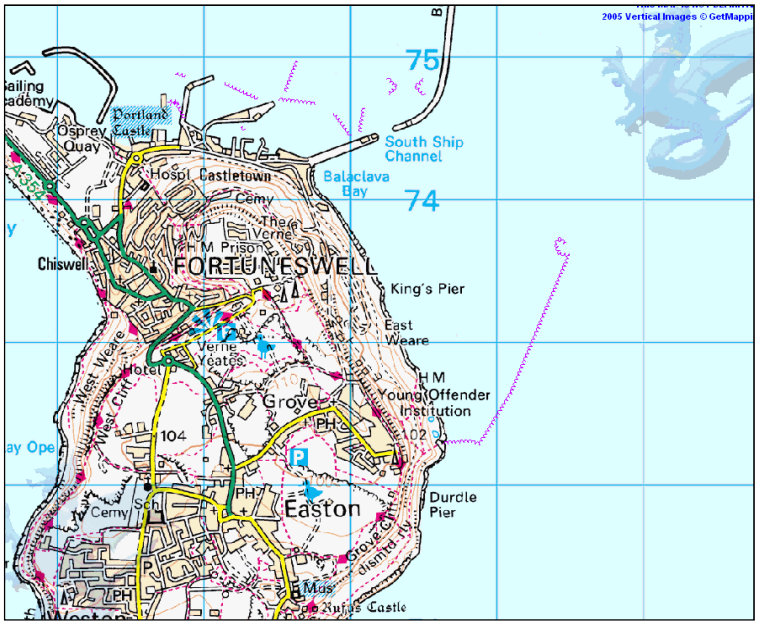

Figure 11.10: Portland Noise Range Power Cable

Oil and Gas

The eastern coast of Dorset has four significant oil fields; Wareham, Wytch Farm, Beacon and Kimmeridge. Wareham produces 300-400 barrels of oil a day which is taken by small diameter pipeline to the main gathering station about 10 kilometres away and processed with oil from the Wytch Farm well sites.

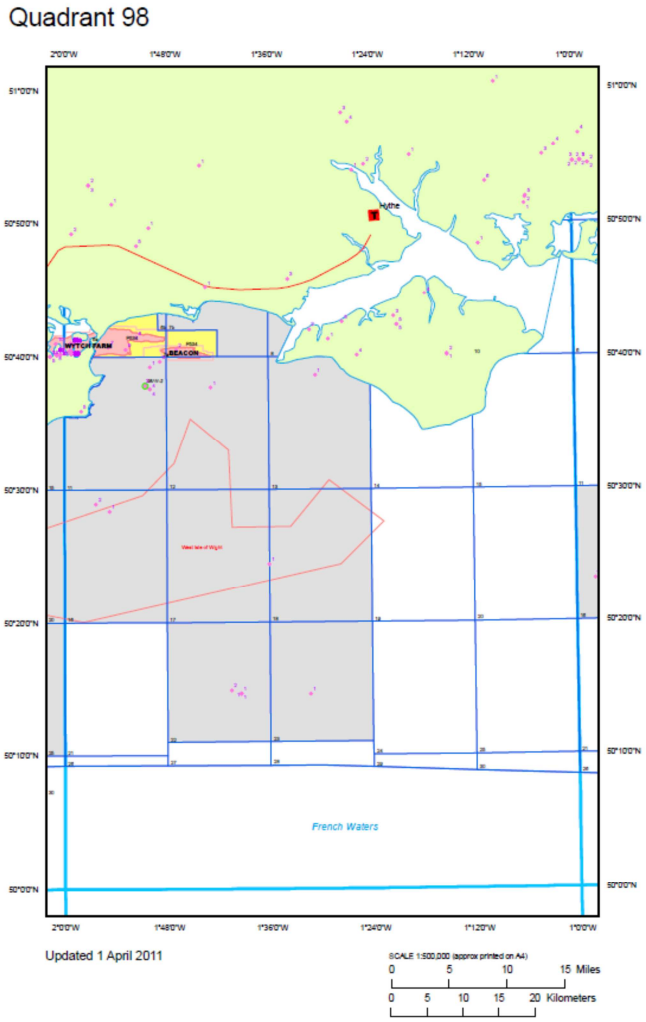

Figure 11.11: Oil fields in Quadrant 98, showing the Wytch Farm field.18

Wytch Farm itself is Western Europe's largest onshore oilfield, and comprises of three separate oil reservoirs that lie under Poole Harbour and Poole Bay. Oil is extracted using extended reach drilling techniques, reaching over 10km out and 1638m under Poole Bay. The total estimated recoverable reserves of these fields are 480 million barrels, of which over 90% lie in the Sherwood reservoir, making it the sixth largest in the UK.

Small quantities of oil (about 65 barrels a day) are still being produced from a well site on the cliffs at Kimmeridge a few miles west of Swanage. The oil is taken by road tanker to the gathering station at Wytch Farm. Crude oil from the gathering station is exported via pipeline to the BP Oil terminal at Hamble into oil storage and for export by sea. These rates are currently low, but there are options to expand the existing facilities to handle a greater volume of tankers. There is also some spare gas processing capacity, but this is likely to be removed in 2015 due to HCFC (refrigerant) legislation.

Ports and Shipping

Shipping is mainly transitory through the MMA, with higher density around the ports. Bunkering is available at Portland Port, and there is a rough weather anchorage within

18 Source: DECC

Weymouth Bay which is sheltered from the prevailing westerlies. The major Channel shipping lanes lie just to the south of the MMA, and this includes a traffic separation scheme. Navy vessels, particularly the Royal Fleet Auxiliary, can often be seen anchored within Weymouth Bay, waiting to enter Portland Harbour.

There are two main ports, Portland Port and Weymouth Harbour, within the MMA, with Poole Harbour to the east of the area.

Weymouth Harbour

Weymouth Harbour, owned by Weymouth & Portland Borough Council, provides services predominantly for local businesses and industries. It benefits from a greater diversity of business streams than many small harbours; principle sources of income are the Condor Ferry, inner harbour mooring holders, commercial boat operators and visiting yachts. The Weymouth Harbour Board's Annual Report 2009/2010 showed that the Harbour had an overall turnover for the year of £1,960,000.

With the current economic climate and the effect of the recession there has been a decline in the number of visiting leisure craft and there are vacant permanent berths. However, there is currently a waiting list for commercial boats offering fishing, diving and day trips.

Condor Ferries operates a cross-channel ferry service to Jersey, Guernsey and St. Malo out of Weymouth. This is a year-round service that makes daily crossings to each destination between April and October and twice weekly crossings from November to March Passenger numbers have declined since 2004 by around 9-10,000.

Weymouth is equipped to provide some services to commercial shipping, although many are provided in nearby Portland Port. Weymouth Harbour is able to handle 'bulk cargo and utilised commodities'. Other services include storage and pilotage. Facilities in the port include two marinas, one private and one council-run, offering moorings/berthing for privately owned boats. The Harbour also has a diesel re-fuelling station, electricity & water supplies and showers & washrooms for visiting vessels.

Portland Port

Following closure of the navy base at Portland Harbour, its assets were purchased by Langham Industries Ltd in 1996, bringing about the creation a new deep-water commercial Port. Portland Harbour Authority Ltd became the statutory Harbour Authority for Portland Harbour and its surrounds following the adoption of the Portland Harbour Revision Order (HRO) on 1st January 1998. Turnover figures for The Port were not readily available.

There are seventeen designated anchorages, as well as numerous berths, piers and jetties, serving diverse traffic including cruise ships, cable ships and general cargo vessels. The Port also maintains strong links with the navy, particularly the Royal Fleet Auxiliary, and it is also able to accommodate cruise liners in the port up to a length of 250 metres.

The Port has the capacity to handle all types of cargo from unit load/containers, general cargo and bulk through to project cargos, heavy lifts and most categories of hazardous goods. A new development in 2009 provided 8,400m^2 of cargo handling hard standing with an adjacent cargo shed, suitable for Ro-Ro and General Cargo operations. Fuelling services are operated by Portland Bunkers International Ltd and Aegean Oil. The Port is also licensed to handle explosives.

At the national level, long terms trends for growth in ports and shipping have risen approximately 4% mainly within the container and Ro-Ro sectors. Figure 11.12[19]shows the projected rise in bulk traffic to all major ports in the UK from 2005 – 2035.

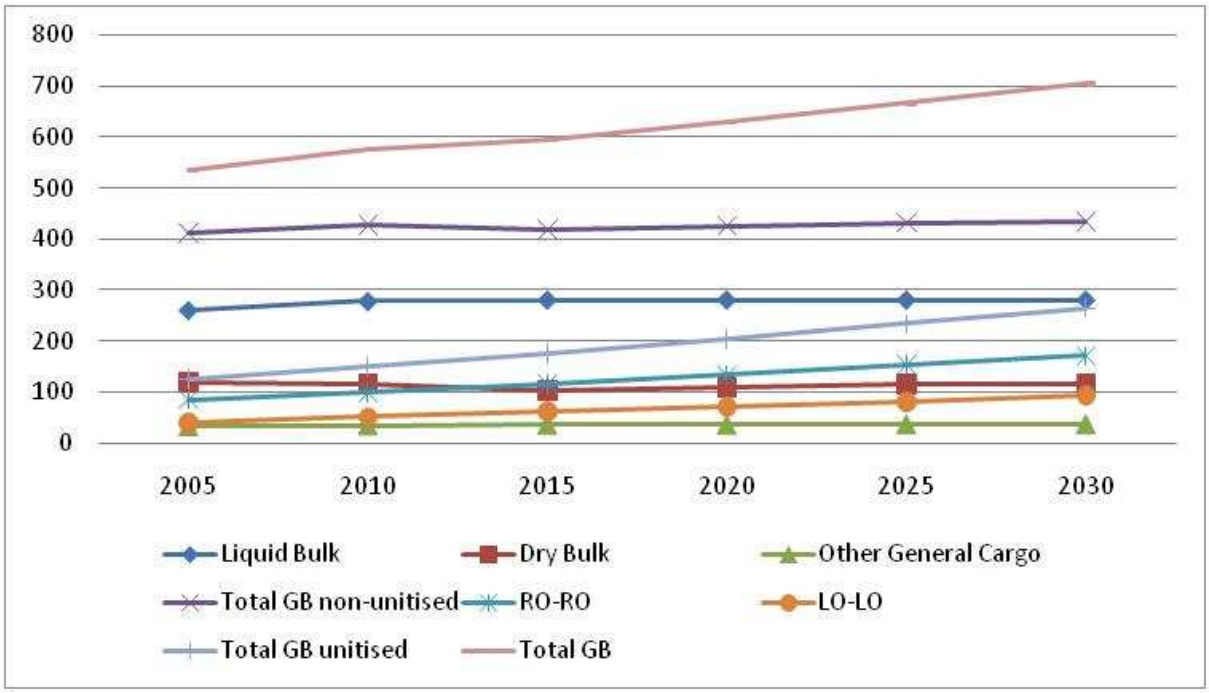

Figure 11.12: Bulk traffic rise from 2005-2035[20]

There are 25 companies based within the Port's estate. These include: Shipbuilders and engineers Manor Marine, Global Marine Systems, the world's largest independent provider of marine cable installation and maintenance, bunkering providers Aegean Oil, and underwater maintenance providers, UMC International.

Osprey Quay also sits within Portland Harbour and hosts a number of businesses including the Royal Yachting Association (RYA), O'Three, Sunseeker and Portland Marina.

Poole Harbour

Although Poole Harbour is not within the MMA, it serves as a home port for much of the local fishing fleet and many of the 6,000 registered leisure craft located there travel through the MMA. The actual port in is located in the north eastern side of Poole Harbour and is owned by a trust; Poole Harbour Commissioners. It provides many services for commercial ships/ferries sailing in the English Channel as well as supporting the local fishing and tourist industry. Freight handling facilities include storage, cargo forwarding, weighbridges, crainage, pilotage and forklift trucks.

Data from Poole Harbour Commissioners' Annual Commerce Statistics shows that the majority of cargo handled in Poole Port is Roll on/Roll off. In 2009/2010, Ro-Ro freight accounted for approximately two-thirds of the total tonnage shifted. From 2005/6 to 2009/10 the amount of cargo passing through Poole Port declined by 56,000 tonnes (32%); however an upturn of 40% was recorded in 2010-2011.

19 http://www.dft.gov.uk/pgr/shippingports/ports/portspolicyreview/portspolicyreviewinterimreport

20 Source: MDS Transmodal Update of UK Port Demand Forecasts to 2030, July 2007

Two passenger ferry companies operate out of Poole Harbour, sailing to the Channel Islands and Cherbourg and St Malo in France, but passenger numbers from have dropped by a third from 747,500 in 2004 to 493,500 in 2009. In February 2010 the Barfleur ferry service to Cherbourg was withdrawn, with a consequent loss of 40 jobs at the Harbour. It was reintroduced in February 2011 and will run until October; passenger numbers have so far proved viable.

There is a diverse range of leisure activities in and around Poole Harbour. Activities such as yacht racing, water-skiing, rowing, canoeing, windsurfing, kite surfing, diving and angling are popular with both locals and visitors. A zoning scheme is in place.

11.4 What will be the situation without the plan?

Transmission Cables

It is anticipated that the Noise Range power cable will continue to be used for defence research.

Eneco, who are developing the 'Navitus Bay' wind farm (known more formally as Zone 7, West of Wight) have identified the area they wish to develop. There are currently three potential landfall sites and cable search corridors for the associated power transmission cables.

Inter-array cabling will be used to connect individual turbines to offshore substations or transformer platforms, where the voltage is stepped up and the multiple inter-array cables marshalled to a single or reduced numbers of cables to shore. Commonly, cables between wind turbines in large offshore arrays are 33kV, and are stepped up to 132kV for transmission to shore, where it will feed into a transition pit, before feeding into the national grid.

Given the size of the development, it is likely that a High Voltage Alternating Current (HVAC) cable design will be used. Cable burial or protection can take place either in-situ during installation, using burial ploughs, or post-lay using an ROV with a cable jetting tool. In environmentally sensitive or high abrasion areas, cables are fitted with articulated pipe.

At present it is unclear whether the Chickerell option will be selected, although a report by Senergy Econnect and National Grid for the Crown Estate to identify optimised transmission connections focuses on Chickerell. Several factors require consideration for the specific location to minimise adverse interaction with the built and natural environment. These include the ease of access for construction, operation and maintenance, along with hard constraints including subsea obstacles such as existing oil or gas pipelines, excessive depth change or mineral extraction areas and other existing developments.

Further considerations for the site of landfall and onshore cable routing include nature conservation interests, cultural heritage, hydrology, landscape and visual assessment, commercial fisheries, Ministry of Defence (MoD) activities and local communities including the impacts on noise, air quality, recreation, port, harbour, traffic and access receptors.

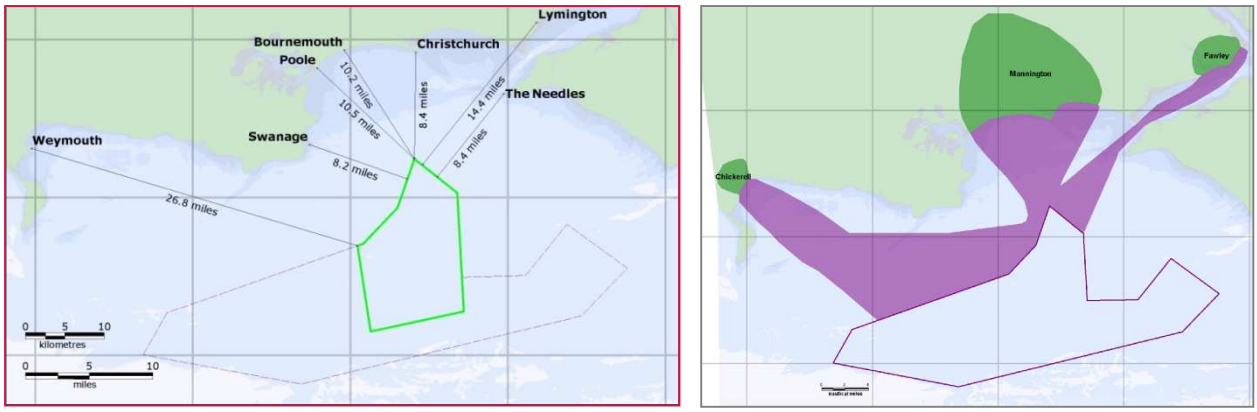

Figure 11.13: Area to be developed and Cable Search Corridor for 'Navitus Bay' wind farm

Telecommunications Cables

With an increasing reliance on diversifying the network, and the relatively close proximity of Normandy to the Dorset coast, there is a *remote possibility* that telecoms cables could be laid within the MMA in the future.

Pipelines

Crude oil from the Wytch Farm and Wareham oil fields is exported via terrestrial pipeline to the BP Oil terminal at Hamble for oil storage and export by sea. The Sherwood reservoir within Wytch Farm is the 6th largest in the UK with reserves rising to 480 million barrels, but BP view Wytch Farm as a mature asset and has recently sold it to Perenco UK Ltd for up to $610m, with the sale due to be completed by the end of 2011. Unless economically viable new fields are discovered, it therefore seems unlikely that undersea pipelines will be installed either within the MMA or just outside it.

The Portland Gas Project is a 1000 million cubic metres salt cavern natural gas storage facility, to be built at Upper Osprey, which could satisfy 1% of the UK annual demand for gas. On a typical midwinter day, it should be able to export gas to the market at 20 million cubic metres a day, providing 5% of the UK's daily gas supply. The project was granted planning approval by Weymouth & Portland Borough Council in May 2008 and is scheduled to take approximately seven years to become fully operational. Drilling is due to commence in 2011, although no exact dates have been given. Assuming this timetable is maintained, first gas operations will be in 2014 with full storage volume available in 2018.

Natural gas will be piped from the National Grid at Mappowder (18 kilometres north east of Dorchester, to the caverns located 2,400m under Portland. A nine-kilometre section will cross Weymouth Bay from a point east of Redcliff Point to the Upper Osprey site south of Portland Harbour, which is proposed to be buried to a target depth of one metre. A section of the pipeline across Balaclava Bay will be lying on the sea-bed and will be protected by either concrete and/or rock armour. Alongside the gas pipeline, there will be two brine pipelines, with an intake outfall located on the eastern side of Portland to the south of Portland Harbour.

Oil and Gas

The Wytch Farm complex has recently been sold by BP to Perenco UK Ltd for up to $610m, with the sale due to be completed by the end of 2011. One of the drivers for the sale of Wytch Farm was that BP considered it to be a 'mature asset'. The site was also closed down

in November 2010 for two months due to corrosion of pipes. The majority of planning permissions for the oilfield are time limited to 2016 by condition and are subject to a planning condition making them 'personal' to BP. The oilfield facilities are considered to have actual and potential adverse impacts on the designated interests, including the potential for significant pollution incidents. The presence of the facilities and the tree screening around them has the effect of delaying the restoration and management of parts of European sites to ‘favourable condition’. Conditions require that the oilfield facilities are removed and the sites restored at the end of the development, and this will itself have environmental impacts. With the sale in progress, BP intends to make s73 'variation of condition' applications to remove the 'personal to BP' conditions and extend the life of the permissions for a further 25 years. An EIA will be required as part of the process.

The Portland Gas Project is a 1000 million cubic metres salt cavern natural gas storage facility, to be built at Upper Osprey, which could satisfy 1% of the UK annual demand for gas. On a typical midwinter day, it should be able to export gas to the market at 20 million cubic metres a day, providing 5% of the UK’s daily gas supply. The project was granted planning approval by Weymouth & Portland Borough Council in May 2008 and is scheduled to take approximately seven years to become fully operational. There have been several delays to the starting date for construction, largely due to the 2008 financial crisis and associated funding issues. Drilling is now due to commence in 2011, although no exact dates have been given. Assuming this timetable is maintained, first gas operations will be in 2014 with full storage volume available in 2018.

The gas storage facility on the Isle of Portland will be located on a five-hectare brownfield site, known as Upper Osprey. The area is in close proximity to the Isle of Portland SSSI. At the peak it is anticipated that there will be 300 working on site, with 24 permanent jobs once the build is complete.

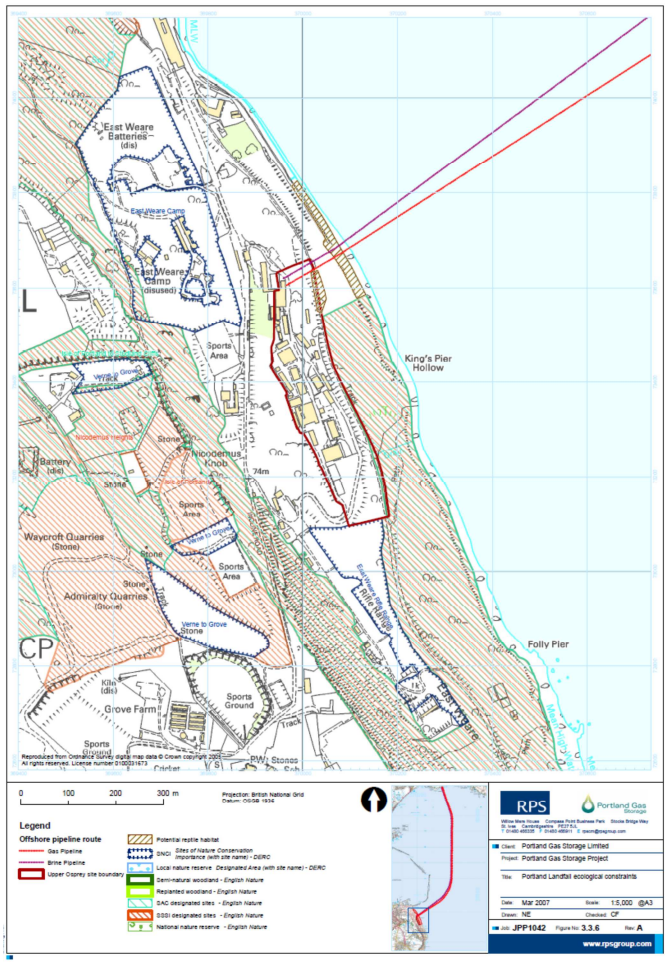

Figure 11.14: Upper Osprey site for Portland Gas Storage Facility.

Shipping

At Weymouth, the condition of some of the main harbour structures such as harbour walls, jetties and accommodation is poor in parts. It was hoped that the proposed Pavilion/Ferry Terminal development plans would help to fund repairs and improvements to the Harbour, but with the failure of the scheme this is now looking doubtful. In late 2010, Councillors at Weymouth & Portland Borough Council granted £210,000 towards enhancing the facilities located in and around the harbour such as additional toilets and improving the ferry terminal. In addition, there is dedicated additional funding of £171,200 to repair and maintain the harbour walls.

The Portland Harbour Revision Order 2010 authorises Portland Harbour Authority Limited (PHAL) to construct works at the harbour including quay walls, reclamation of land and facilitates, and permanent mooring of a floating dry-dock (Figure 11.15). This will enable the Port to expand to cope with extra demand on service, accommodate large cruise liners and take advantage of the significant opportunities that the Navitus Bay windfarm should offer. In its 2007 HRO application, PHAL estimated that these works could increase employment by approximately 579 jobs.

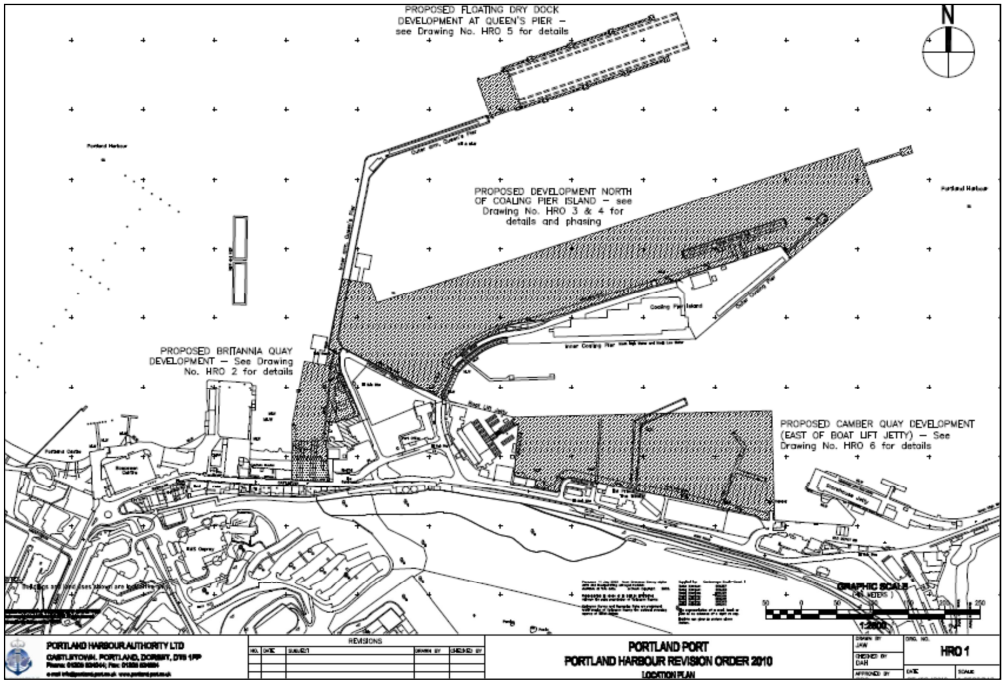

Figure 11.15: Portland Harbour Revision Order 2010, proposed developments.

With opportunities arising from the Navitus Bay wind farm, PHAL is looking to become a centre of excellence for offshore renewables, and it hopes to provide both construction and service facilities for the wind farm. Eneco have stated that for the construction port it will need 20 acres+ of lay-down land and deepwater berths, plus facilities that support foundation, turbine and cabling operations. The choice of construction methods will influence location. For the operations port, which will be required from 2016 onwards, distance to project is critical to maximize time offshore. Port selection should be confirmed in 2014.

Other development plans within Portland Harbour include the W4BUK liquid biomass power station at a brownfield site at Balaclava Bay. The plant is expected to deliver up to 20% of Dorset's agreed contribution to the UK's target of 15% by 2015, and planning permission was given in January 24th 2010. The site will consist of a power oil production facility, stationary power plant comprising two 8.9MW engines, tank farm for the storage of up to 10,000 tonnes of vegetable oil and a step-up transformer to allow electricity connection to the national grid. Ships bringing in the vegetable oil will berth at the existing deepwater berth at Portland Port (**Figure 11.16**) and both vegetable oil and urea (necessary for the process) will be transported via separate pipes from the ship to the site via flexible hoses.

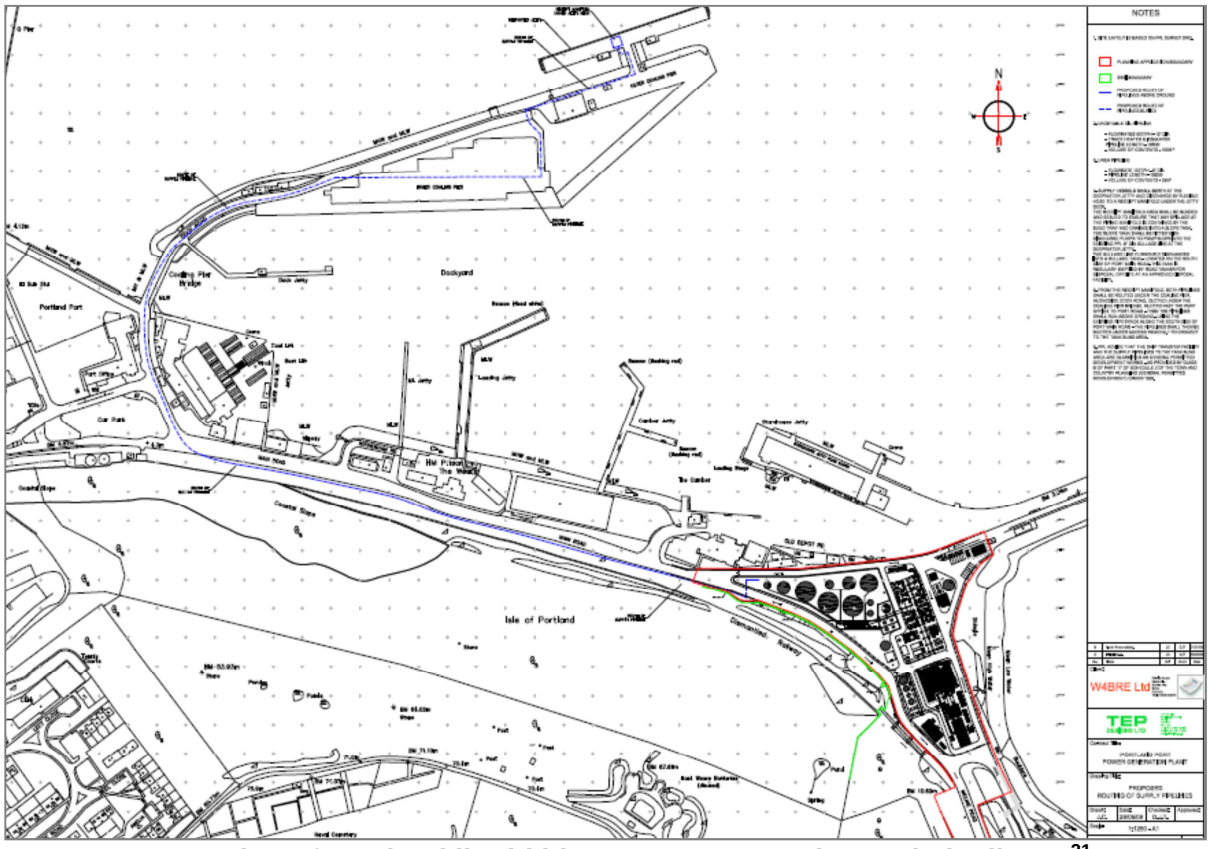

Figure 11.16: Location of Portland liquid biomass power station and pipelines. [21]

Weymouth and Portland (The London 2012 Olympics and Paralympic Games) Harbour Revision Order 2011

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 (**Figure 11.17**) between16th July 2012 to 9th September 2012. There will be navigational and access restrictions during this time.

Between 40 and 50 percent funding is available towards developments in aquaculture through the EFF scheme, which is providing around £38 million between 2007 and 2013 to help the English fishing industry as a whole to adapt to changing needs.

21 Source: W4BUK

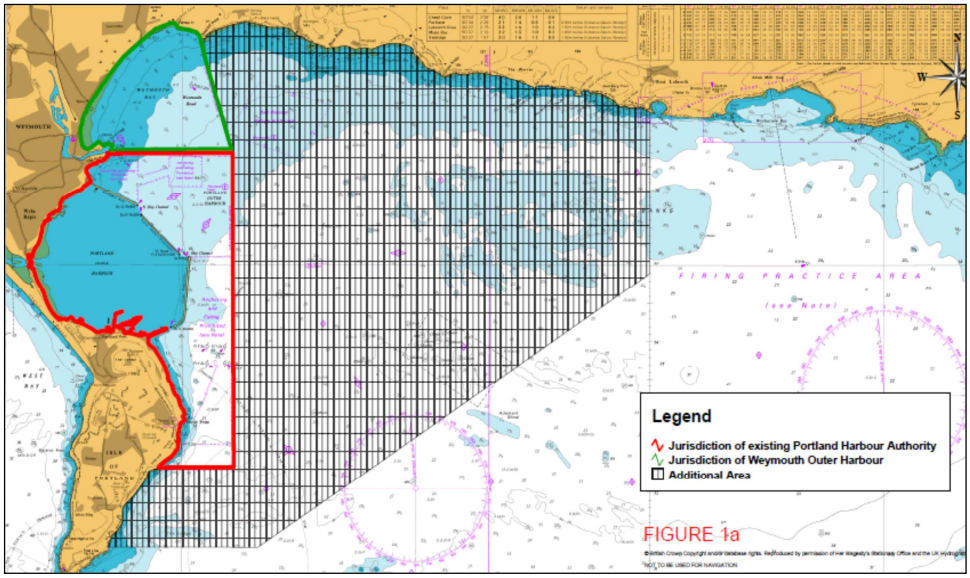

Figure 11.17 Existing harbour authority jurisdictions and extended area for The Weymouth and Portland (The London 2012 Olympics and Paralympic Games) Harbour Revision Order 2011

Poole Harbour Commissioners are looking to install a Liquid Petroleum Gas Tank and to purchase a new LPG run plant. The Port of Poole Marina is nearing completion and there is a longer term plan to build Poole Harbour Marine Centre (**Figure 11.18**); a £20m, 950-berth marina at Hamworthy, which would include a cruise ship berth and a marine business park, creating 120 jobs. An Environmental Impact Assessment will commence shortly, lasting through to Autumn 2012.

Figure 11.18: Proposed Poole Harbour Marine Centre.22

22 Source: Poole Harbour Commissioners.

11.5 Housing

In Purbeck, household projections (2006-based) show that the total number of households will increase by 20 % between 2006 and 2026.

In Weymouth/Portland, household projections (2006-based) show that the total number of households will increase by 24 % between 2006 and 2026.

11.6 Assessment Framework

Table 11.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Economy and Material Assets	• Maintain or enhance efficient use of Dorset's existing infrastructure and support economic development within environmental limits. • Promote sustainable development, transport, and access options while preventing loss of biodiversity and habitat fragmentation.	• Protect or enhance the efficient use the planned areas existing ports, harbours, piers, marinas or slipways. • Promote economic development • Promote the creation of fixed assets, including affordable housing and water and waste management facilities. • Enhance and promote commercial and industrial assets. • Avoid loss of property due to erosion and/or manage risk of flooding to people, residential, commercial and industrial property, recreational and amenity facilities	• Number of waste management facilities built that addresses the need identified in the Waste Treatment Directive • Increase in the number of vacant buildings reused. • Increase in the number of holiday homes built to meet predicted demand • Decrease in the number of derelict and vacant land. • Increase in the number of residential, industry, and commercial properties protected by flood defences. • Increase in the use of sustainable materials in new build and retrofit in planning applications. • Visitations to designated sites • Areas achieving UKBAP targets • Planning consents given to areas of ecological importance

12 Air and Climatic Factors

12.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to climatic factors, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of climatic factors.

12.2 What's the policy context?

Table 12.1: Air and Climatic Factors Policy Context

Plan, Programme or Policy	Implications for the SA of Dorset MSP
International	
United Nations Framework Convention on Climate Change; Kyoto Protocol (1998)	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and on types and siting of flood defences. The SA should consider potential impacts arising relating to the influence of Plan on volume and mode of travel within the MSP.
Securing the Future – delivering UK sustainable development strategy (2005)	The SA should integrate the five principles outlined in the SDS: 1) Living within environmental limits 2) Ensuring a strong, healthy and just society 3) Achieving a sustainable economy 4)Promoting good governance 5) Using sound science responsibly
National	
PPS1: Delivering sustainable development & PPS1 supplement Planning and Climate Change	The following key principles should be considered in the SA: *(i) Development plans should ensure that sustainable development is pursued in an integrated manner…* *(ii) …local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change…* *(iii) A spatial planning approach should be at the heart of planning for sustainable development.* *(iv) Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development.* *(v) Development plans should also contain clear, comprehensive and inclusive access policies…* *(vi) Community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities…*
UK Climate Change	The SA should consider future decisions on scale and siting of

Programme (2006)	renewable energy technologies and the degree of social and economic interaction in the marine environment.
Climate Change Act (2008)	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment. The SA should consider the potential for this development.
Development and Flood Risk (PPS25; 2010)	The SA should assess whether the MSP plans for future sea level rise, for example, on coastal erosion and flood risk management issues.
Regional / local	
Government Office for the South West (2003) Regional Renewable Energy Strategy for the South West of England 2003- 2010 Revision 2010 and 2020	The SA should assess whether the MSP supports the achievement of renewable energy targets, through enabling renewable energy generation, helping to develop skills and awareness and supporting the growth of the South West renewable energy industry.

12.3 What's the situation now?

Coastal erosion already affects the Dorset coast, impacting archaeological interest and community wellbeing.

Coastal storms on the Dorset coast can be very severe when combined with the presence of coastal developments or defences altering natural coastal processes which may exacerbate flood risk or erosion elsewhere.

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 main areas at risk of flooding are Weymouth Esplanade, along the River Jordan and Preston Brook.

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.

Changes in crustacean abundance in some locations and the occurrence of previously undocumented species in others suggest some degree of climate-influence in Shallow and

Shelf Subtidal Habitats whilst increased seawater temperatures have been linked with disease outbreaks in seafans, changes in algae distribution and abundance, and the appearance and increased occurrence of a previously unrecorded warm-water barnacle in southern and south-western areas (all low confidence).

12.4 What will be the situation without the plan?

Rising sea levels will affect coastal areas throughout the area, causing problems including coastal erosion. This could also have an adverse impact on water quality.

There is a need to recognise that future developments could be affected by climate change i.e. increased storm frequency and magnitude and changes in weather patterns, with possible storm surges. Increased frequency and magnitude of coastal flooding will have to

be factored into new developments to ensure they are best suited to mitigate the effects of climate change as far as is practicable.

Climate Change is an umbrella under which all the topics in this report sit. The text below tries to provide some indication as to the implications for elements of the MSP of climate change.

Biodiversity Flora and Fauna

Evidence suggests that high biodiversity enables habitats and species to survive and adapt to climate change, and one of the main drivers of creating the MPA network is to provide a full range of healthy and diverse habitats.

Shifting species range boundaries will have implications for MPAs as designated boundaries in the past have been static. The MCZ Project Ecological Network Guidance states *"Where features protected by MCZs have altered due to natural processes or climate change, it will be possible to revise the features listed for a site, de-designate MCZs , amend the MCZ conservation objectives, or modify the boundaries if such actions are deemed appropriate by Defra and the SNCBs."*

Geology and Seabed (Soils)

Climate change is predicted to produce more severe weather, including storms and consequent flooding. Effluent discharge increases in times of peak rainfall and, where drainage and sewage water are processed at the same location, it is possible that increased water volume could lead to untreated sewage being discharged into the marine environment through a combined sewer overflow. Diffuse runoff from agricultural and urban areas can also be a problem during heavy rain.

Possible disruptions to current flow caused by climate change could lead to ineffective and unexpected directional disposal of sewage by longfall pipelines. Similarly, changes to flow regimes in estuaries and rivers could result in reduced dilution of pollutants and consequently more pollution of the marine environment. The release of contaminants from seabed sediments could be affected by changes in salinity, wave regimes or currents.

Disposal grounds for dredged material further offshore could be disrupted by current changes, rendering them unsuitable.

Economy

Pipelines, telecommunications and transmission lines

There could potentially be smaller weather windows to install transmission cables if there is an increase in the frequency and severity of storms. Changes in current regime could also lead to increased scour, resulting in cables becoming uncovered.

Telecoms cables are prone to similar issues as power transmission cables. Those laid in water shallower than 1500 m are thicker, and tend to be buried - giving them some protection from climate change. They are therefore less prone to scour, but may become exposed in areas of high sediment mobility – making them more prone to damage by anchors and trawling. Increases in the current regime could increase the frequency of this occurrence.

An increase in storminess at sea may reduce the windows of opportunity to lay pipelines. Currently 66% of the main trunk pipelines, including interconnectors, are trenched and buried, but changes in patterns of erosion and ocean currents could lead to increased scour

on the seabed, uncovering them and leading to the risk of breakage. Climate change is also currently driving government policy on renewable energy which may, in the future, lead to less reliance on fossil fuels.

Oil and Gas

Increased storminess may impact on offshore wind and wave farms if structures are unable to cope with the increase in wave size and also storm surges. Changes to currents could result in changes to scour around the legs and supports of offshore installations and array and export cables, whilst increases in the occurrence of bad weather could also result in operation and maintenance issues. Predicted changes to waves, wind and tides could provide an increased source of energy for the renewables industry resulting in an increased potential for electrical generation from both waves and wind; however these predictions come with a low confidence assessment.

Fisheries

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

It has been estimated that if there is a sustained rise in sea temperature of just 1℃, (below predictions for 2100) several of the southern cod stocks will become stressed; stocks in the Celtic and Irish Sea may disappear altogether by 2100, while those in the North Sea will continue to decline. Studies have also shown that demersal fish assemblages have gone deeper as sea temperature rises. Changes to currents may have an impact on the dispersal of fish eggs and larvae. It is anticipated that winter and early spring spawners (such as cod and plaice) will experience poor larval survival, whereas warmer-water species (such as sprat) may benefit.

Warmer temperatures could expand ranges for warm-water species; analysis of Scottish trawl data found that since 1995, when SST began to rise, catches of warm-water species such as anchovy, sardine and striped red mullet all increased in the North Sea. Research has also identified northward movement of other warm-water fish, John Dory and rosy dory, through Portuguese waters and up to the southwest coast of Ireland since the 1960s.

Whilst some species may disappear from local waters, opportunities may also open up to fishermen as new, warmer-water species arrive. However increased storminess could lead to fewer days at sea for fishermen, and greater risks of getting into difficulties.

Aquaculture

In the short term, climate change is unlikely to have a significant effect on aquaculture. However, rising sea temperatures could increase growth rates for some important species such as Atlantic salmon, mussels and oysters yet cause cultivation difficulties of other species such as Atlantic halibut. It may also be possible to cultivate new species such as sea bass and bream. Warmer winters and nights could allow more species to be cultured further north.

As temperatures increase, farmed species may become more susceptible to new exotic diseases and some species may be unable to resist new pathogens; resulting in higher mortality rates. Toxic algal blooms associated with warm water could potentially decrease shellfish growth rates, and more significantly could build up to harmful levels within the food chain.

Ocean acidification is expected to have severe impacts on several economically important marine resources including fish stocks and aquaculture. The inhibition of shell growth is one major concern, and CO2 increases may also cause shifts in tolerance ranges in growing and reproductive capabilities.

Aggregates

Climate change may increase the demand for protection against coastal flooding, which in turn may call for more soft engineered defences which use marine sand and gravels. There may also be more demand for marine aggregates in the manufacture of products that will be used for inland drainage infrastructure.

Increased storminess and wave height could make operating dredgers more difficult, which could dramatically reduce the amount of days spent at sea dredging for aggregates. Changing currents and storms could also affect the dispersal of suspended sediments.

Internationally, demand for exports may grow as continental low-lying countries such as the Netherlands and Belgium need to increase their sea-defences and their own land and marine supplies become exhausted.

Ports and Shipping

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.

Retreating Arctic sea ice is increasing the accessibility of the 'Northern Sea Route' between Europe and Asia for a limited period of the year. In September 2009, two cargo ships symbolically utilised the 'Northern Sea Route'. Should this retreat continue as forecast, the Route could stay open for longer periods of time, creating the potential for new trade routes with the Northwest Passage and Northeast Passage. However, this could also result in an increased frequency of ice-bergs which could cause damage to vessels, pipelines and offshore infrastructure. Increases in extreme weather patterns could cause disruption to some shipping routes.

Projected increases suggest that emissions from shipping in 2050 will account for 15-30% of all UK CO_2 emissions. Currently much of shipping is fossil fuel based but advances in renewable technologies could potentially see this changed. Little has been studied on the impacts of climate change and ports themselves.

Tourism and Recreation

Climate Change will most likely affect both tourism and recreation in the longer term. Warmer weather is more likely to attract an increase of visitors to coastal locations across the UK. There is a prediction on an increase in 'summer' months i.e. April and May being warmer and also September/October. However, negative impacts are an increase in 'extreme weather' events which could discourage tourists and disrupt travel. An increase in harmful algal blooms (HABs) and an increase in jellyfish abundance could cause a decrease in coastal tourism and recreation as well as added pressure to local health services. Increased storminess could also cause health issues should storm drains be unable to cope with the associated heavy rain. Carbon emissions are a contentious issue with regards to recreation; people are now travelling large distances to take part in recreation - living inland and travelling to the coast to go surfing is just one example. It is also very difficult to take sporting equipment on public transport as there are often restrictions.

12.5 Assessment Framework

Table 12.2: SA Objectives and Indicators

SEA Topic	SA Objectives	Does the Dorset MSP…	Suggested SEA Indicator or Monitoring
Climatic Factors	• Increase the resilience of Dorset coast and its marine environment to the effects of climate change (i.e. sea level rise, coastal erosion and flooding). • Where possible, reduce *per capita* emissions of greenhouse gases	• Limit air pollution to levels that do not damage natural eco-systems or affect community health • Have a neutral impact on or result in reduced greenhouse gas emissions • Decrease the reliance upon fossil fuel resources and promote renewable energy technologies/strategies • Reduce the number of individuals vulnerable to rising sea levels (i.e. through the improvement and building of new sea defences).	• Incidences of flooding of existing developments. • Reduction in the number of properties at risk from flooding (either pluvial, fluvial or tidal). • Reduction in Dorset's global energy footprint. • Increase in electricity and heat generated from renewable energy sources located in the area. • Increase in the use of energy efficient technologies.

13 Archaeology and Cultural Heritage

13.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to archaeology and cultural heritage, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of archaeology and cultural heritage.

For figures please see Volume 2:

13.1: World Heritage Sites

13.2: Wrecks and marine archaeological sites

13.2 What's the policy context?

Table 13.1: Archaeology and Cultural Heritage Policy Context

Plan, Programme or Policy	Key message for the SA
International	
European Convention on the Protection of the Archaeological Heritage (1992) applied (2000)	The SA should assess whether the plan supports the protection of maritime archaeological heritage.
National	
Protection of Wrecks Act 1973	This legislation provides for protection for *designated* shipwrecks. Wrecks can be protected for historical, archaeological or artistic value.
Ancient Monuments and Archaeological Areas Act 1979	The SA should assess whether the MSP protects historic assets, including scheduled monuments.
PPS5: Planning and the Historic Environment	Key objectives for this MSP and SA include: • to deliver sustainable development; • to conserve England's heritage assets in a manner appropriate to their significance; • to contribute to our knowledge and understanding of our past; • opportunities are taken to capture evidence from the historic environment; and • to make this publicly available, particularly where a heritage asset is to be lost
Statement on the Historic Environment for England (2010)	The SA should assess whether the MSP protects and enhances historic assets.
English Heritage Action Plan for the Implementation of the	The SA should ensure objectives cover landscape protection (including historic aspects of landscapes), management and planning.

European landscape Convention (2009)	
Regional / Local	
Dorset and East Devon Coast World Heritage Site Management Plan (2009)	The long-term aims for the site are: *"1. To protect the Site's Outstanding Universal Value and integrity by allowing the natural processes which created it to continue.* *2. To conserve and enhance the Site and its setting for science, education and public enjoyment.* *3. To strengthen understanding of the Outstanding Universal Value of the Site.* *4. To support communities in realising the economic, social and cultural opportunities and benefits that World Heritage status can bring.* *5. To improve appropriate and sustainable access to the Site and its setting.* *6. To enable visitors to the Site and its setting to enjoy a welcoming experience and high quality facilities.* *7. To raise public awareness of the Site, its Outstanding Universal Value, and the values of World Heritage, locally to globally.* *8. To support and demonstrate exemplary World Heritage Site management"*

13.3 What's the situation now?

The Dorset marine environment benefits from a wide range of sites of cultural significance, including nationally and locally protected ship wrecks

There are 18 wrecks off the Dorset Coast, four with protection and the remainder adopted by amateur groups under a scheme by the Nautical Archaeological Society. We recognize however that wrecks that are currently unknown may come to light and may be regarded as significant.

The region has a high level of archaeological sites on the coast which is of value as a resource to the area in terms of tourism. Please see figure 13.2 Wrecks and Marine Archaeological sites: Volume 2.

13.4 What will be the situation without the plan?

The Jurassic Coast and archaeological sites such as wrecks will come under more pressure in the future through the deliver y of development and associated increases in recreation use in addition to the impacts of tourism brought by the Olympics in 2012.

This asset is sensitive to unregulated use and is irreplaceable. The MSP should ensure adequate protection in terms of spatial development for these resources whilst at the same time providing for their sustainable access.

13.6 Assessment Framework

Table 13.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Archaeology and Cultural Heritage	• Contribute to the maintenance and, where appropriate, enhance the historic environment of the Dorset coast.	• Protect or enhance the cultural and archaeological historic environment, its features and/or setting • Avoid loss of scheduled and other nationally and internationally important heritage assets and features	• Decline in the number of listed buildings and archaeological sites at risk from human (e.g. neglect or vandalism) or natural (e.g. coastal erosion) impacts. • Number of applications where there are potential impacts on a site designated for the historical environment • Condition of sites designated for the historical environment • Monitoring, mapping, and recording of any new sites of historical importance discovered as part of any developments.

14 Community and Human Health

14.1 Introduction

This section summarises the main policy documents that set the context for the review, identifies the relevant sustainability objectives that need to be considered, then describes the current and future baseline for the region. It then summarises the key sustainability issues as they relate to community and human health, and highlights the issues likely to be most significant in the C-SCOPE MMA. Finally, it presents the assessment framework for assessment of community and human health.

14.2 What's the policy context?

Table 14.1: Community and Human Health Policy Context	
Plan, Programme or Policy	**Key message for the SA**
International	
Bathing Water Directive (76/160/EEC) and (2006/7/EC)	The SA should assess whether any impacts on bathing waters might propose a risk to human health
National	
Planning for a Natural and Healthy Environment	The SA should assess the link between economically viable and environmentally sustainable methods of utilising ecosystem services.

14.3 What's the situation now?

Data gathered as part of the 2006 MYE census shows that Dorset has a total resident population of 403,000. Cumulative resident populations of Weymouth/Portland and Purbeck, as gathered from 2008 census show an overall population of 109,025. . Please see figure 11.4 Population Counts: Volume 2.

Overall, the resident population enjoys a higher health rating and life expectancy than the national average. Child and adult obesity is slightly higher than the national average (9.6% and 23.6% respectively). In Purbeck, the total population increased by 2.2% between 1998 and 2008. The population is currently 45,366 (2008 MYE revised). Projections show the population increasing by 13% to 51,300 over the next 25 years (2008 to 2033) similar to the Dorset average. In 2007/08 there was a net of gain of 300 people due to migration. Amongst this was a net loss of 200 people aged 15-29 years.

Almost 91% of residents are fairly satisfied or very satisfied with their area as a place to live, higher than the Dorset average (89%). In Weymouth and Portland, the total population increased by 0.5% between 1998 and 2008. The population is currently 63,659 (2008 MYE revised). Projections show the population increasing by 3.3% to 65,800 over the next 25 years (2008 to 2033) significantly lower than Dorset average. In 2007/08 there was a net of gain of 100 people due to migration. Amongst this was a net loss of 100 people aged 15-29 years. Almost 87% of residents are fairly satisfied or very satisfied with their area as a place to live, lower than Dorset average (89%).

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.

Between 1995 and 2005 the number of people in Dorset aged 50-59 years has increased by over 14,000. This represents a growth rate of 32.5%. Over the same period a decrease in the number of people aged 20-34 years was recorded. The number of people in this age group fell from over 65,000 to less than 50,000. This is a decline of over 24%. Over 27% of Dorset's population was over retirement age (estimates for 2005) with a national average of 18.7%.

14.4 What will be the situation without the plan?

At the national level, the Government will introduce an annual limit on the number of non-EU economic migrants admitted into the UK to live and work.

At the local level, the number of people aged 65+ in Dorset is projected to increase by over 66 % between 2003 and 2028.

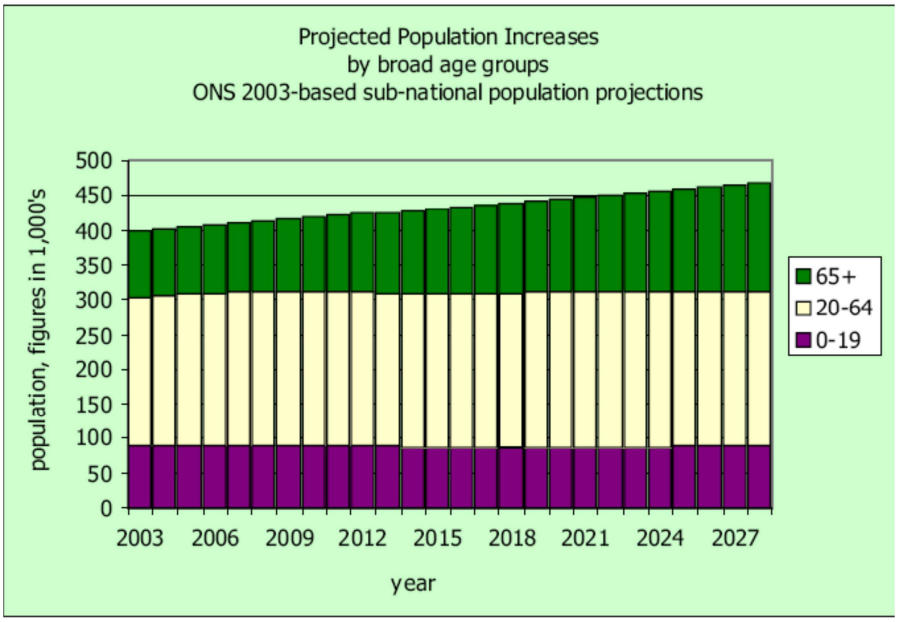

Figure 14.2: Projected Population Increase in Dorset

This is highest in the east of the county; in East Dorset District over 30% of the population is over retirement age.

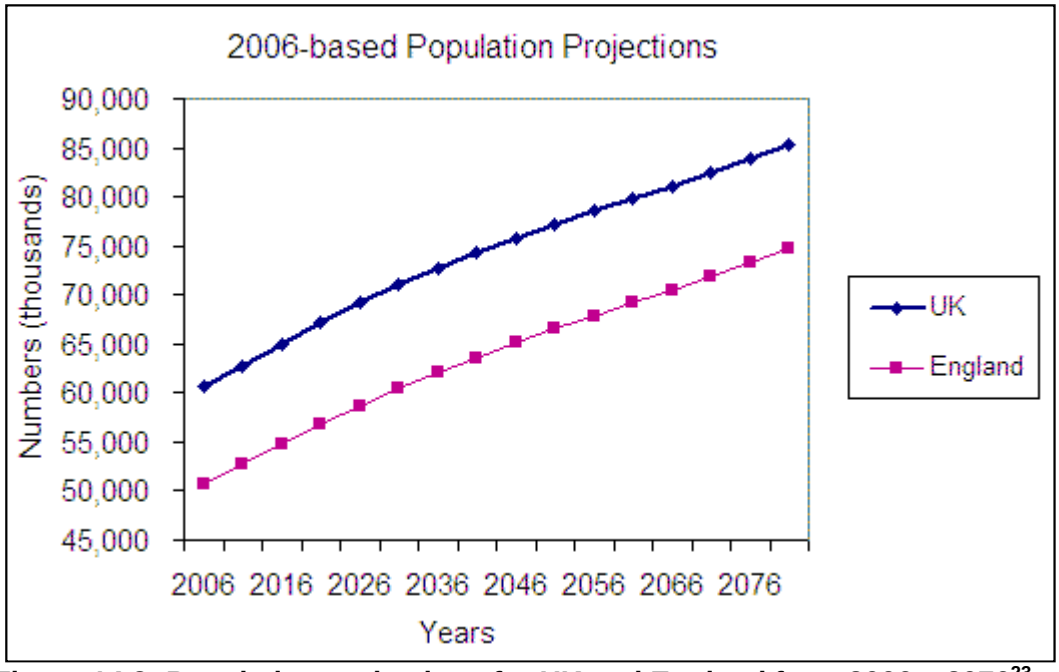

Figure 14.3: Population projections for UK and England from 2006 – 2076[23]

14.5 Assessment Framework

Table 14.2: SA Objectives and Indicators

SA Topic	SA Objectives	Does the Dorset MSP…	Suggested SA Indicator or Monitoring
Population and Human Health	• Improve human health and enhance quality of life	• Improve the health of coastal communities; • Improve accessibility to employment, education, public services, and decrease deprivation/social exclusion; • Create conditions to improve health and reduce health inequalities, i.e. by promoting marine recreation;	• Reduction in the number of letters of complaint to Environmental Health on noise, odours or air quality. • Years of healthy life expectancy/ infant mortality rate • Percentage of population living in most deprived areas/reliant on key benefits/ income deprive

23 http://www.population-growth-migration.info/images/pop_proj_2008_4.gif

15 Scoping assessment

The scoping assessment is an exercise undertaken to determine what the *significant effects* of the MSP might be and which elements of the SA Framework the plan should be assessed against. It has been undertaken using ENVIRON and MPC experts and in conjunction with the C-SCOPE Project Team. The table provided in Annex 2 provides a detailed account of the scores allocated to the links between activities and SA Objectives.

The assessment has been undertaken on a three point scale, illustrated in **Table 15.1**. It should be noted that this is not an assessment of effects and therefore provides no indication of whether the link is positive or negative, rather whether it is significant or not:

Table 15.1: Significant effects assessment key

Description	Score	Included within SA?
There are likely to be significant effects of this activity and policies relating to it. It is considered likely that the receptors are sensitive and the impact is likely to be high in magnitude.	***	Y
Either the policy is likely to have a large impact ***or*** the receptors are likely to be particularly sensitive. Therefore the potential for a significant effect is less.	**	Y (with a more limited scope)
Neither the plan or the receptors are particularly large or sensitive	*	N

Key issues that arose in the scoping assessment are covered below:

- **Pollution** – many of the activities undertaken in the MMA provide a risk of pollution incidents. These should be controlled by legislative and regulatory instruments such as IPPC, however, pollution incidents could have significant effects on a range of objectives;
- **Management activities** – management of the MMA for conservation will have direct effects
- **Direct impacts on receptors** – activities such as dredging, trawling and some forms of recreation will have direct impacts on environmental receptors (e.g. soil and biodiversity). Where these have been identified they have been marked as significant.
- **Recreation** – this has both positive and negative significance for a range of objectives. It will be important to assess the relative significance of the positives and negatives in the MSP e.g. what are the economic trade-offs of less tourism / recreation and what are the biodiversity / energy impacts of encouraging tourism?
- **Archaeology and heritage assets** – we have assumed in many incidents that due to the relative inaccessibility of archaeological and heritage assets that only industrial scale i.e. large, and direct activities will have a significant impact on these areas.

16 Ecosystems Services and SEA

The Millennium Ecosystem Assessment (MA) defined ecosystems services as "*the benefits that people obtain from ecosystems*".[24] This definition has been further refined, in a UK context, through both the UK National Ecosystem Assessment (UKNEA) and the Natural Environment White Paper. The UKNEA defines ecosystem services as "*the **benefits** people obtain from ecosystems. These include **provisioning** services such as food and water; **regulating** services such as flood and disease control; **cultural** services such as spiritual, recreational and cultural benefits; and **supporting** services such as nutrient cycling that maintain the conditions for life on Earth"* [our emphasis].

The principal challenge in managing ecosystem services is that they are not independent of each other; attempts to optimise a single service often lead to reductions or losses of other services, i.e. there are trade-offs.[25] This echoes the approach of SA in that the purpose is to highlight where trade-offs in different elements of sustainability might occur or be needed.

In 2005, the Millennium Ecosystem Assessment (MA) concluded that, on a global scale, the majority of ecosystem services had been degraded.[26] The Economics of Ecosystems and Biodiversity (TEEB), a major international initiative, published a series of reports highlighting the growing costs of biodiversity loss and ecosystem degradation. More recently the UKNEA confirmed that many of the UK's ecosystems services were being degraded (whilst some were prospering).

We have attempted to 'start the discussion' on the ecosystem approach within this SA. It is not within the remit of the assessment to undertake a full ecosystem services assessment; however it is worth attempting to link the topics in this report to potential services and benefits in order to extend the debate.

As part of the assessment of the MSP, the intention is to provide a short commentary on the potential impacts on ecosystems services of the policies under each of the topics with a simple colour coded indicator of whether, in our professional judgment the ecosystem service is likely to be negatively, beneficially or not affected at all by the policies in the MSP. Table 16.1 and 16.2 below provides an indication of how this scoring might work. The column marked TBC will be completed during the assessment of the MSP as without knowing the impacts, it is difficult to say what the effects on the Ecosystem Services might be.

It should be noted that the Ecosystems Services, by their very nature, are holistic and cross boundary. We have therefore not tried to allocate SEA Directive topics to specific ecosystems services; rather we are treating ES as an overarching chapter. With regard to the assessment for each topic we will simply provide an expert view on what effects the impacts identified might have on the delivery of ES across the board. Table 16.2 takes extracts from the UK NEA technical chapters on marine and coastal environments to try and

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24 Millennium Ecosystem Assessment (2005). *Ecosystems and Human Well-being: Biodiversity Synthesis* [online] available at: http://www.maweb.org/documents/document.354.aspx.pdf (accessed 26 January 2011).

25 Rodríguez, J. P., Beard, T.D. Jr., Bennett, E.M., Cumming, G.S., Cork, S., Agard, J., Dobson, A.P. and Peterson, G.D. (2006). Trade-offs across space, time, and ecosystem services. *Ecology and Society* 11(1): 28 [online] available at: http://www.ecologyandsociety.org/vol11/iss1/art28/.

26 Millennium Ecosystem Assessment (2005). *Ecosystems and Human Well-being: Biodiversity Synthesis* [online] available at: http://www.maweb.org/documents/document.354.aspx.pdf .

establish a baseline from which we can make judgments regarding future decline or improvements on service provision.

Table 16.1: Example ecosystem service assessment key	
Description	**ES Performance under the MSP**
Ecosystem service is likely to deteriorate under the MSP.	
Ecosystem service is likely to improve under the MSP.	
There will be effects, but these are uncertain or neutral	
No effects identified / no links	

Table 16.2: Ecosystem Services Framework				
Broad ES Category	**ES Category**	**Current trend**		**ES Performance under the MSP**
		Coastal	**Marine**	
Provisioning	Crops	↘		TBC
	Livestock / Aquaculture	↘	↗	TBC
	Fish	↘	±	TBC
	Trees / standing vegetation, peat	↘		TBC
	Water Supply	~		TBC
Cultural	Wild species diversity	↘	↘	TBC
	Local Places	⇔	~	TBC
	Landscapes / Seascapes	↗	~	TBC
Regulating	Climate	↗	↘	TBC
	Hazard	⇔	↓	TBC
	Disease and pests	±	↘	TBC
	Pollination	⇔		TBC
	Noise	⇔		TBC

	Water Quality	~	⇔	TBC
	Soil Quality	↘		TBC
	Air Quality	⇔	~	TBC
Supporting	biologically mediated habitat			TBC
	Nutrient recycling			TBC

⇗ Some improvement

⇘ Some deterioration

⇔ No net Change

⇓ Deterioration

⇑ Improving

± Improvement and/or deterioration in different locations

~ Unknown

17 What are the alternatives under consideration?

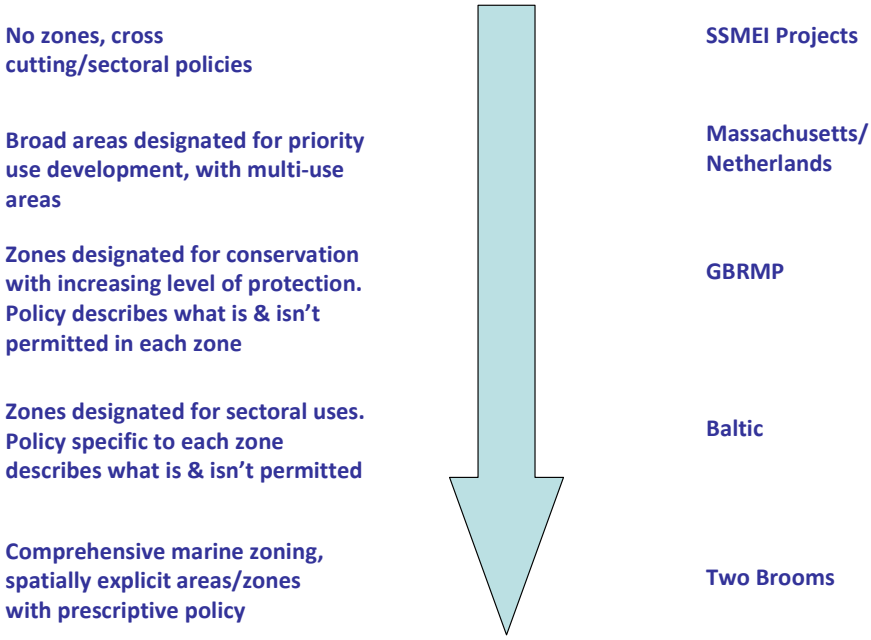
Marine Planning is an emerging and evolving concept:

"Analysis shows *a clear evolution from early spatial plans designed to establish and manage marine* protected *areas (Australia and USA), to multiple-use marine spatial management (Northwest Europe and China), to more recent, systematic efforts to underpin the design of multiple-use marine spatial management with an ecosystem approach (Australia, New Zealand and Canada)."*[27]

However, there is still no single, readily applicable best practice of marine spatial management in existence, and it is becoming increasingly clear that each marine spatial plan is unique to the objectives for the plan, and governance structures in place.

As part of the C-SCOPE marine planning process, the MSP Task and Finish Group analysed the approach of a range of marine plans (**Figure 17.1)**, assessing the strengths and weaknesses of each approach and how they might be applied to the C-SCOPE area. This analysis was an iterative process and, as the collective understanding of marine planning developed, the Group moved from an early preference for a zoning approach to the idea of a flexible policy framework. They agreed that the Plan should be hierarchical where necessary, expressed spatially where possible (including opportunity areas) and criteria-based for specific development where appropriate.

Figure 17.1: Types of marine spatial plan structures analysed by the C-SCOPE MSP Task & Finish Group.[28]



27 Douvere Fanny. 2010. *Marine spatial planning: Concepts, current practice and linkages to other management approaches*. Ghent University, Belgium.

28 Scottish Sustainable Marine Environment Initiative Projects, available online at: http://www.scotland.gov.uk/Topics/Environment/Wildlife-Habitats/protectedareas/SSMEI

From this, a set of alternative approaches for the structure of the MSP emerged (**Table 17.1**), and these were formally evaluated by the Task and Finish Group. Consensus was reached that Option 3, a policy framework which is expressed spatially where possible, was the best option for the Plan.

These alternative approaches will be subject to SA in due course, an assessment of their relative sustainability merits being documented. However, it should be noted that these alternatives are largely procedural in nature, focus on the structure of the MSP and the approach to creating the document rather than material / significant policy or distributional decisions and therefore are unlikely to have any significant differences in regard to sustainability outcomes. Further development of spatial distributions and policy options will provide an opportunity to determine and guide the sustainability of the MSP.

Table 17.1: Strengths and weaknesses of MSP approaches.

Option	Strengths	Weaknesses
1. Wait for Southern Inshore Plan	• Statutory process, would have to have buy-in from everyone.	• Could be up to ten years before MMO plan this area • Would have much broader remit than C-SCOPE plan, less local knowledge. • Plans are likely to be at a low resolution • Would lose research benefit of pilot project
2. No zones, cross cutting/sectoral policies	• Easy to develop policy that everyone can sign up to	• Doesn't give decision makers any certainty • Is not adding much above existing policy and strategies • No guarantee that all stakeholders will engage if plan is non-statutory
3. Policy framework, spatially expressed where possible	• Flexible • Allows issues to be covered appropriately	• Could be confusing if the plan document isn't well structured • May provide less certainty for decision makers than other

Massachusetts Ocean Plan, available online at: http://www.mass.gov/?pageID=eoeeamodulechunk&L=3&L0=Home&L1=Ocean+%26+Coastal+Management&L2=Massachusetts+Ocean+Plan&sid=Eoeea&b=terminalcontent&f=eea_oceans_mop_draft&csid=Eoeea

Integrated Management Plan for the North Sea 2015, available online at: http://www.unesco-ioc-marinesp.be/uploads/documentenbank/4cf76ef0978d9e21b00ffa0460eb0221.pdf

Great Barrier Reef Marine Park management, available online at: http://www.gbrmpa.gov.au/corp_site/management/zoning

Towards Marine Spatial Planning, Balance Technical Summary Report, available online at: http://www.baltseaplan.eu/downloads/Balance_MSP_Handbook.pdf

Coastal Plan for the Two Brooms Area, available online at: http://www.highland.gov.uk/yourenvironment/planning/coastalplanning/integratedcoastalzonemanagement/

	• Terrestrial precedent • Provides some certainty for decision makers	methods • No guarantee that all stakeholders will engage if plan is non-statutory
4. Zoned by Seascape Character areas	• Robust analysis of existing data provides framework to create development policy for areas. • Has a terrestrial precedent • Zoning easier to understand • Provides more certainty for decision makers	• Boundaries are transitional, would create uncertainty particularly further offshore • May be seen as too prescriptive • No guarantee that all stakeholders will engage if plan is non-statutory
5. Broad areas designated for priority use development, with multi-use areas	• Already have MCZs, SAC, easy to develop a zoning plan around this to include a large multi-use area • Zoning easier to understand • Provides more certainty for decision makers	• May be seen as too prescriptive • No guarantee that all stakeholders will engage if plan is non-statutory

18 Next Steps and how to comment on this report

This Scoping Report will be consulted on for five weeks with those bodies highlighted in the previous sections. 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.

In order to focus the responses to the consultation, we have provided the following four questions to structure responses:

1. Are any **significant** environmental / sustainability data missing or misrepresented?
2. Are the any further **significant** plans, policies and programmes
3. Are there any additional **significant** problems, opportunities or issues that need to be considered in the development of the plan?
4. Do the SA objectives provide a reasonable framework though which to address the likely significant effects of the plan?
5. How would you or your organisation like more to be involved in the rest of the SEA process?

We will then use the finalized SA Framework to begin the assessment of strategic options, policies and the MSP as a whole, with a view to publishing an SA Report in October 2011.

To comment on this report, please contact:

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Weymouth and Portland National Sailing Center. Online at: http://www.wpnsa.org.uk/

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Annex A: Policies, Plans and Programmes Review

Biodiversity Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
Guidelines for an Integrated Approach to Maritime Policy: Towards Best Practice in Integrated Maritime Governance and Stakeholder Consultation. (COM/2008/395)	The guidelines aim to provide an integrated approach to address maritime affairs. Member States should develop their own national integrated maritime policies, embracing economic, social, cultural and environmental contexts, with active stakeholder participation to be implemented through marine spatial planning.	The Dorset MSP should take a cross cutting, ecosystem based approach to marine management.
The Convention on Wetlands of International Importance 1971 (Ramsar Convention)	Provides the framework for national and international co-operation for the conservation and wise use of wetlands and their resources to primarily provide habitat for birds including the designation of internationally important wetlands (Ramsar sites).	East of the MSP is a RAMSAR designated site (no. 300). The Plan must recognise the legal status of these sites and reflect its ecological importance.
Convention on Biological Diversity (Rio de Janeiro, 1992)	The three main objectives to the CBD are: • the conservation of biological diversity • the sustainable use of its components; and • the fair and equitable sharing of the benefits arising from the utilisation of genetic resources The overarching objective is to develop national strategies for the conservation and sustainable use of biological diversity (i.e. BAPs), including marine and coastal ecosystems, within which the promotion of Integrated Marine and Coastal Area Management and associated networks of Marine Protected Areas (MPAs) are identified as key element.	The Dorset MSP may assist in delivery of UK and local BAP objectives for intertidal and subtidal habitats and species.
Habitats Directive (92/43/EEC) Wild Birds Directive (79/409/EEC)	The main objective of the Habitats Directive is to promote the maintenance of biodiversity by requiring member states to take measures to maintain or restore natural habitats and wild species at a favourable conservation status. Member states must take economic, social and cultural requirements as well as regional and local	Several SACs, dSACs and SPAs are present within and adjacent to the Dorset MSP boundary. The plan should ensure that it will maintain or promote the ecological status of relevant sites within the Natura 2000 network and should promote the protection of priority species identified in the

Biodiversity Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	characteristics into account. It is based on two pillars: the Natura 2000 network of protected sites (inc. SAC's, SSSI's Ramsar sites) and a strict system of species protection.	Directive.
	The Directive provides a comprehensive scheme of protection for all wild bird species in Europe. It establishes a network of Special Protected Areas (SPA) to protect rare or vulnerable species, which are incorporated into the Natura 2000 network.	The Dorset MSP should ensure that the plan will not adversely affect the integrity of relevant sites within the Natura 2000 network and should promote the protection of priority species identified in the Directive.
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The main objectives of the Convention are to conserve wild flora and fauna and their natural habitats, especially those species and habitats whose conservation requires the co-operation of several States. Particular emphasis is given to endangered and vulnerable species, including migratory species. In order to achieve this the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species. Each Contracting Party is obliged to undertake, in its planning and development policies and in its measures against pollution, to have regard to the conservation of wild flora and fauna.	The MSP must have regard to the conservation of wild flora and fauna.
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)	The Convention on the Conservation of Migratory Species of Wild Animals (also known as the Bonn Convention or CMS) is an intergovernmental treaty under United Nation's Environment Programme. The aim is for contracting parties to work together to conserve terrestrial, marine and avian migratory species and their habitats (on a global scale) by providing strict protection for endangered migratory species. The overarching objectives are: • Promote, co-operate in and support research relating to migratory species. • Endeavour to provide immediate protection for migratory species	The MSP should ensure that it has regard to the conservation of migratory species and their habitats.

Biodiversity Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	included in Appendix I. • Endeavour to conclude Agreements covering the conservation and management of migratory species included in Appendix II.	
OSPAR Biological Diversity and Ecosystems Strategy (OSPAR Commission, 2003)	This strategy seeks to protect and enhance the ecosystems and the biological diversity of the maritime area, which are, or could be affected as a result of human activities.	The MSP should protect and enhance the ecosystems and the biological diversity of the maritime area.
Action Plan 'Halting the Loss of Biodiversity by 2010 – and Beyond' (COM/2006/0216)	The Action Plan details an agenda to halt the loss of biodiversity by 2010. It proposes 10 priority objectives addressing most important habitats and species; actions in the wider countryside and marine environment; making regional development more compatible with nature; reducing impacts of invasive alien species; effective international governance; support to biodiversity in international development; reducing negative impacts of international trade; adaptation to climate change; and strengthening the knowledge base.	The Dorset MSP will consider the implications of the plan in conjunction with other plans and their possible effects on biodiversity by establishing a robust baseline of socio-economic and environmental data.
Shellfish Waters Directive (79/923/EEC)	Sets physical, chemical and microbiological water quality requirements that designated shellfish waters must either comply with or endeavour to meet. It protects the aquatic habitat of bivalve and gastropod molluscs, including oysters, mussels, cockles, scallops and clams. It does not cover shellfish crustaceans such as crabs, crayfish and lobsters.	The Dorset MSP should highlight the designated shellfish growing waters in the area and ensure these areas maintain or work towards good status.
National		
Conservation of Habitats and Species Regulations (2010)	Consolidates amends and replaces The Natural Habitats Regulations 1994 (as amended) for England and Wales. It incorporates the transposition of The EU Habitats and Wild Birds Directives into law for England and Wales, for the terrestrial environment and territorial waters out to 12 nautical miles. The objective is to maintain good conservation status of natural habitats and species designated under the above EU	The Dorset MSP will adhere to the revision of the legislative provisions to facilitate project streamlining. It will aim to maintain or enhance the conservation status of current and future sites within the management area.

Biodiversity Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	Directives.	
PPS9 Biodiversity and Geological Conservation (2005)	States the importance of biodiversity conservation and enhancement to the promotion of sustainable development. To ensure planning decisions concerning biological diversity and geological conservation are fully considered, six key principles are put forward. These are: • Development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas; • Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests; • Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology; • Plan policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development; • Development proposals where the principal objective is to conserve or enhance biodiversity and geological conservation interests should be permitted; and • The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is	The Dorset MSP encompasses key geological and conservation sites of international and national importance. The plan will promote the natural erosion and conservation of sites dependent upon the best available data and the cumulative effects of other plans and programmes on site development.

Biodiversity Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	granted, adequate mitigation measures are put in place.	
UK Biodiversity Action Plan (1994)	Focuses mainly on the biodiversity interests of threatened species and habitats judged to be of "conservation concern". The June 2007 report of the UK BAP Priorities Species and Habitats Review Working Group identified 23 intertidal and subtidal habitats and 88 marine species as priorities for action.	The Dorset MSP will include objectives that promote biodiversity through protecting habitats and species and by linking habitats together where possible. The Plan should take particular note of BAP species and habitats within the planned area.
Wildlife and Countryside Act (1981) amended in the Countryside and Rights of Way Act (2000)	Principal instrument for the protection of Sites of Special Scientific Interest and endangered wildlife within the UK. The Act consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the Conservation of Wild Birds (Birds Directive) in Great Britain. It is complimented by the Wildlife and Countryside (Service of Notices) Act 1985, which relates to notices served under the 1981 Act, and the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), which implement Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (EC Habitats Directive).	Consider the Dorset MSP in the context of UK policy for the marine environment, especially in relation to biodiversity.
Countryside and Rights of Way Act (CRoW) (Office of the Deputy Prime Minister, 2000)	CRoW extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. It creates a new statutory right of access to open country and registered common land, modernising the rights of way system, give greater protection to Sites of Special Scientific Interest (SSSIs), provide better management arrangements for Areas of Outstanding Natural Beauty (AONBs), and strengthen wildlife enforcement legislation.	The MSP needs to ensure the protection of SSSIs whilst supporting the right of access to the countryside.
Coastal Planning (PPG20; 1992)	This document has largely been replaced by PSS25 Supplement: Development and Coastal Change in March 2010. However, the following	The Dorset MSP should support development on the coast which requires a coastal location and should enable public access to

Biodiversity Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	remains as extant planning policy guidance: • In the coastal zone, development plan policies should normally not provide for development which does not require a coastal location; and • Public access to the coast should be a basic principle, unless it can be demonstrated that this is damaging to nature conservation or impractical. Whenever appropriate both new developments and regeneration schemes should seek to include, public access as a positive feature of the development.	the coast which will not damage nature conservation features.
Regional/Local		
South West Biodiversity Action Plan	The plan is a response to the Convention on Biological Diversity. It sets out national and local biodiversity action plans through encouraging planning authorities to adopt a strategic approach to natural heritage planning. The Plan focuses on biodiversity interests judged to be of "conservation concern". The 2007 report of the UK BAP Priorities Species and Habitats Review identified 23 intertidal and subtidal habitats and 88 marine species as priorities for action. It incorporates landscape scale blocks of land, known as Strategic Nature Areas (SNAs), to improve habitat networks and to sustain wildlife within them. A target of 20% coverage of each habitat type is set for each SNA	The plan should include objectives that promote biodiversity through protecting habitats and species by linking habitats together where possible. The Plan should take particular note of BAP species and habitats within and around the managed area.

Landscape and Seascape Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
Council of Europe - European Landscape Convention (2000)	The aims of this Convention are to promote landscape protection, management and planning, and to organise European co-operation on	The SA should ensure objectives cover landscape protection, management and

	landscape issues.	planning.
National		
Coastal Planning (PPG20; 1992)	This document has largely been replaced by PSS25 Supplement: Development and Coastal Change in March 2010. However, the following remains as extant planning policy guidance: • In the coastal zone, development plan policies should normally not provide for development which does not require a coastal location; and • Public access to the coast should be a basic principle, unless it can be demonstrated that this is damaging to nature conservation or impractical. Whenever appropriate both new developments and regeneration schemes should seek to include, public access as a positive feature of the development.	The Dorset MSP should support development on the coast which requires a coastal location and should enable public access to the coast.
Heritage Coasts (Updated 1991)	The main objectives of Heritage Coasts are: • To conserve, protect and enhance the natural beauty of the coasts, including their terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest; • Facilitate and enhance their enjoyment, understanding and appreciation by the public by improving and extending opportunities for recreational, educational, sporting and tourist activities; • Maintain, and improve where necessary, the environmental health of inshore waters affecting heritage coasts and their beaches through appropriate works and management measures; and • Take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts, through promoting sustainable forms of social and economic development, which in themselves conserve and enhance	The plan should incorporate relevant data and concerns from surveys, authorities and the public into the MSP to ensure all environmental considerations are taken into account to maintain or improve the habitats and species within its remit.

	natural beauty and heritage features.	
English Heritage Action Plan for the Implementation of the European landscape Convention (2009)	The Action Plan sets out how English Nature already work extensively with the concept of landscape in many areas of research, planning and outreach work - and how they will in future strengthen their contribution to the implementation of the Convention, through: • adhering to the philosophy of the European Landscape Convention (ELC); • meeting the ELC's General Provisions; • contributing to national landscape policy; • developing specific measures to promote the historic aspects of landscape; and • working with partners.	The SA should ensure objectives cover landscape protection (including historic aspects of landscapes), management and planning.
Regional / Local		
Jurassic Coast Management Plan (2009)	The plan sets eight long-term aims in place to manage the world heritage site. These are: • To protect the Site's Outstanding Universal Value and integrity by allowing the natural processes which created it to continue; • To conserve and enhance the Site and its setting for science, education and public enjoyment; • To strengthen understanding of the Outstanding Universal Value of the Site; • To sets out the aspiration to support communities in realising the economic, social and cultural opportunities and benefits that World Heritage status can bring; • To improve appropriate and sustainable access to the Site and its setting; • To enable visitors to the Site and its setting to enjoy a welcoming experience and high quality facilities; • To raise public awareness of the Site, its Outstanding Universal Value, and the values of World Heritage, locally to globally, so that	The Dorset MSP will aim to compliment the long-term aims of the JCMP and promote the sites universal value.

	people are more informed about, and ultimately value more, their globally important heritage; and • To support and demonstrate exemplary World Heritage Site management.	
Dorset AONB Management Plan (2009)	The AONB is designated under the National Parks and Access to the Countryside Act (1949), updated (1991) and statutory duties placed upon by CRoW Act (2000). The main objectives are to: • Conserve and enhance natural beauty • Promote sustainable forms of socio-economic development that facilitate conservation and enhancement of the environment • Meet recreational demands so far as is consistent with conservation of natural beauty and the needs of agriculture, forestry and other uses • Place statutory duty on all relevant authorities to regard the purpose to conserve the natural environment when discharging any function affecting land in AONBs • Place statutory duty on Local Planning Authorities to produce a management plan for each AONB in their administrative area	The Dorset MSP will aim to compliment the long-term aims of the AONB plan and promote the sites universal value.
Purbeck Heritage Strategy 2010-2015	The strategy aims to compliment the Dorset AONB Management Plan. It covers the landscape, biodiversity, geodiversity, coast and sea, the historic and built environment, land management and public access. The Purbeck objectives linked with the AONB Plan are: • Conserving and enhancing Purbeck's natural beauty and landscape; • Improving local prosperity without adversely impacting on the special nature of the area; and • Encouraging people of all ages to enjoy, access, and learn about Purbeck with minimum impact on the environment.	The Dorset MSP will need to incorporate the objectives into the MMA to compliment the long-term aims of the AONB plan and PHS to promote the sites universal value.
Shoreline Management Plan - Durlston Head to Rame Head	The objectives of SMPs are to: • Improve our understanding of	The Dorset MSP needs to incorporate the findings of shoreline management plans to

	coastal processes; • Work in partnership with all interested organisations and the public; and • Prepare a setting for the long term planning of coastal defences	assess and identify potential flood risk areas and consider the implications of the plan in regard to water quality, erosion and flooding.

Geology and Soils Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
Water Pollution by Discharges of Certain Dangerous Substances. EC Directive 76/464/EEC Codified as 2006/11/EC	This Directive aims to regulate potential aquatic pollution by produced in Europe, covering inland surface waters, territorial waters and inland coastal waters. Member states must establish pollution reduction programmes including water quality objectives. This Directive has been integrated into the Water Framework Directive.	The Dorset MSP should consider how best to support the implementation of this Directive by informing pollution reduction programmes in the area.
Directive on the Assessment and Management of Flood Risks (EC Directive 2007/60/EC)	The Directive's main aim is to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. It requires Member Stated to assess the risk of flooding for all water courses and coastlines. Member States are required to map flood extent and any assets and humans at risk from flood. Steps should then be taken to reduce the flood risk. Through this directive the public have the right to access information on flood risk and have a say in the planning process.	The Dorset MSP needs to incorporate the findings of shoreline management plans and strategic flood risk assessments to assess and identify potential flood risk areas and consider the implications of this in regard to water quality.
National		
Defra Policy Statement: Appraisal of Flood and Coastal Erosion Risk Management (2009)	Sets out government policy to guide decision making on the sustainable management of flood and coastal risk. Provides consideration to risk management and adaption, promotes transparency in planning, adopts a risk based approach, and advocates sustainable development achieved through better social and environmental outcomes.	The Dorset MSP needs to incorporate the findings of shoreline management plans and strategic flood risk assessments to assess and identify potential flood risk areas and consider the implications of the plan in regard to water quality, erosion and flooding.
PPS9 Biodiversity and Geological Conservation (2005)	States the importance of biodiversity conservation and enhancement to the promotion of sustainable development. To ensure planning	The Dorset MSP encompasses key geological and conservation sites of international and national importance. The plan

	decisions concerning biological diversity and geological conservation are fully considered, six key principles are put forward. These are: • Development plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas; • Plan policies and planning decisions should aim to maintain, and enhance, restore or add to biodiversity and geological conservation interests; • Plan policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology; • Plan policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development; • Development proposals where the principal objective is to conserve or enhance biodiversity and geological conservation interests should be permitted; and • The aim of planning decisions should be to prevent harm to biodiversity and geological conservation interests. Where granting planning permission would result in significant harm to those interests, local planning authorities will need to be satisfied that the development cannot reasonably be located on any alternative sites that would result in less or no harm. In the absence of any such alternatives, local planning authorities should ensure that, before planning permission is granted, adequate mitigation measures are put in place.	will promote the natural erosion and conservation of sites dependent upon the best available data and the cumulative effects of other plans and programmes on site development.
Development and Flood Risk (PPS25; 2010)	The key planning objectives are to ensure that indirect and direct effects of flood risk are taken into account in all stages by considering the relevant objectives: • Identifying land at risk and the degree of risk of flooding from	The Dorset MSP will need to incorporate the findings of shoreline management plans and strategic flood risk assessments to address the potential effects of climate change on coastal erosion and

	river, sea and other sources in their areas; • Framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change; and • Only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding.	flood risk management issues.
Coastal Planning (PPG20; 1992)	This document has largely been replaced by PSS25 Supplement: Development and Coastal Change in March 2010. However, the following remains as extant planning policy guidance: • In the coastal zone, development plan policies should normally not provide for development which does not require a coastal location; and • Public access to the coast should be a basic principle, unless it can be demonstrated that this is damaging to nature conservation or impractical. Whenever appropriate both new developments and regeneration schemes should seek to include, public access as a positive feature of the development.	The Dorset MSP should support development on the coast which requires a coastal location and should enable public access to the coast.
Coast Protection Act (1949)	Implements the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Birds Directive in Great Britain. Covers protection of wildlife (birds, animals and plants), countryside, national parks, public rights of way and the designation of protected areas such as sites of special scientific interest (SSSIs).	The entire coastline within the marine management area is designated as SSSIs along with other statutory designations. The MSP must comply with the Directives to ensure relevant habitats and species are conserved.
Regional / Local		
Dorset Coast Strategy (1999)	Lists nine priorities covering the main areas of environmental conservation, economic development, and social inclusion for the management of the Dorset coast. The priorities cover: • Protecting and improving the coastal environment;	The Dorset MSP objectives will need to compliment those set by the DCS through inter-authority communication and promote awareness of the marine environment and the coast in the region.

	• Delivering sustainable shoreline management; • Regulated use of marine and coastal resources; • Active attention to the development of coast-dependent industries; • New and sustainable coastal tourism; • Managing and promoting coastal recreation; • Celebrating the Dorset Coast through local support and raising awareness; • Building Dorset's influence in national and European decision taking; and • Supporting and strengthening local management arrangements for the Dorset Coast.	
Draft Dorset Coast Strategy (2011)	Lists five objectives covering sustainable development: 1. A coast that is at least as beautiful, and as rich in wildlife and culture as it is now; 2. A thriving and diverse coastal economy which has used the resources of the coast sustainably. 3. A coast that is used, enjoyed and appreciated by the people of Dorset and visitors. 4. A coast where Dorset is a world-leading area in coastal management, where all the key interests are taking decisions and acting together to deliver the highest practical quality of management possible. 5. A coast that is managed with sensitivities to the issues of changing climate, economy and communities.	The Dorset MSP SA objectives will need to compliment those set by the DCS.
Purbeck District Council: Strategic Flood Risk Assessment (2009)	The SFRA is to be taken in conjunction with the requirements set in PPS25. It sets out specific recommendations for the Core Strategy and ensuring that land is allocated for development in lower flood risk zones in preference to high risk zones. Climate change and flood	The Dorset MSP will need to incorporate the findings of shoreline management plans and strategic flood risk assessments to address the potential effects of climate change on coastal erosion and flood risk management issues.

	return period are also addressed.	
Weymouth & Portland Borough Council SFRA Level 1& 2 (Jul 06/Dec 09 respective)	The SFRA is to be taken in conjunction with the requirements set in PPS25. It sets out specific recommendations for the Core Strategy and ensuring that land is allocated for development in lower flood risk zones in preference to high risk zones. Climate change and flood return period are also addressed.	The Dorset MSP will need to incorporate the findings of shoreline management plans and strategic flood risk assessments to address the potential effects of climate change on coastal erosion and flood risk management issues.
Shoreline Management Plan - Durlston Head to Rame Head	The objectives of SMPs are to: • Improve our understanding of coastal processes; • Work in partnership with all interested organisations and the public; and • Prepare a setting for the long term planning of coastal defences	The Dorset MSP needs to incorporate the findings of shoreline management plans to assess and identify potential flood risk areas and consider the implications of the plan in regard to water quality, erosion and flooding.

Ports and Shipping Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
United Nations Convention on the Law of the Sea (1982)	Establishes a unified system of governance for the exercise of various sovereign rights by coastal states to exploit mineral and living resources within territorial seas, extending up to 12nm from agreed national baselines (Article 3). UNCLOS provides an overarching framework for the marine environment. It sets national jurisdictions and establishes rights of navigation and the legal regime of the high sea. It provides the legal basis for the protection and sustainable development of the marine environment and addresses environmental control, scientific exploration, economic activities and the settlement of disputes.	The Dorset MSP area lies entirely within English territorial waters.
Safety of Life at Sea (SOLAS) Convention (1974) as amended.	The main objective of the SOLAS convention is to specify minimum standards for the construction, equipment and operation of ships in accordance with their safety. It includes provisions regarding navigation and control of ships in ports.	The Dorset MSP must be compliant with SOLAS requirements relating to navigation and operations.
Marine Pollution	Regulates deliberate operational	Port authorities have duty to

Convention/Protocol (1974/78) as amended	discharge various pollutants into the marine environment stated in Annex I-VI from vessels and establishes standards for oil tanker design, construction and maintenance. It makes provisions to regulate vessel to vessel transfer of oil.	enforce these regulations and standards for both domestic and foreign vessels.
Guidelines for an Integrated Approach to Maritime Policy: Towards Best Practice in Integrated Maritime Governance and Stakeholder Consultation. (COM/2008/395)	The guidelines aim to provide a integrated approach to address maritime affairs. Member States should develop their own national integrated maritime policies, embracing economic, social, cultural and environmental contexts, with active stakeholder participation to be implemented through marine spatial planning.	The Dorset MSP should take a cross cutting, ecosystem based approach to marine management.
National		
Development and Flood Risk (PPS25; 2010)	The key planning objectives are to ensure that indirect and direct effects of flood risk are taken into account in all stages by considering the relevant objectives: • Identifying land at risk and the degree of risk of flooding from river, sea and other sources in their areas; • Framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change; and • Only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding.	The Dorset MSP will need to incorporate the findings of shoreline management plans and strategic flood risk assessments to address the potential effects of climate change on coastal erosion and flood risk management issues.
Local Spatial Planning (PPS 12)	Takes into account the objectives of other service providers (education, health etc.) to deliver positive social, economic and environmental outcomes and requires planners to collaborate with a wide range of stakeholders to help shape local areas and deliver local services.	The Dorset MSP will consider the role of other service providers to deliver mutually beneficial objectives.
Delivering Sustainable Development (PPS 1; 2005)	Sets out the governments overarching planning policies on the delivery of sustainable development to “meet the needs of the present without compromising the ability of future	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of development.

	generations to meet their own needs".	
Planning for a Natural and Healthy Environment	Streamlines and consolidates PPS9, and elements of PPS7 and PPG20. A key objective of this PPS is to bring together related policies on the natural environment and on open and green spaces in rural and urban areas to ensure that the planning system delivers healthy sustainable communities which adapt to and are resilient to climate change and gives the appropriate level of protection to the natural environment.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
Regional / Local		
Portland Harbour Authority MSP (2008)	Developed a number of policies as part of a strategic plan to assist in regulating, protecting and managing the marine environment concerning multiple, cumulative and potentially conflicting uses of harbour waters to: • Indicate and prioritise marine use classes of the harbour to minimise the potential risks of overlapping marine uses; • Allocate water space of the inshore waters in a manner which minimises conflicts of interest and maximises synergistic relationships; • Maintain safe navigational access for any vessel entering or departing the limits of the harbour and those transiting Weymouth Bay by minimising restrictions or zoning; • Encourage the development of employment sites concerned with commercial and military shipping and their operations; and • Restrict dredging activity in areas designated as SACs SSSIs or in areas where recreation and leisure activities are encouraged.	The Dorset MSP should seek to minimise potential conflicts to the PHMSP through negotiating potential obstacles to port development and navigation while considering the long-term effects of cumulative and synergistic actions upon the wider social, economic and marine environment.
Portland Harbour Management Plan (2006)	The Plan sets out 5 main objectives for consideration to manage potentially conflicting societal, environmental, and economic needs of the Harbour. The objectives cover: • Maintenance of the port and Harbour facilities; • Long-term management and maintenance of port facilities and nature conservation;	The Dorset MSP should seek to minimise potential conflicts to the PHMP through negotiating potential obstacles to port development and navigation while considering the long-term effects of cumulative and synergistic actions of other plans upon the wider social, economic and marine environment.

	• Maintaining standards of operation for the day-to-day running of the port; • Management of operation within and outside the area of control defined by the Harbour Revision Order with reference to Chesil and the Fleet SAC; and • Apply improvements relevant to all aspects of future management.	
Weymouth Flood Risk Management Strategy (2010)	This strategy identifies how the risk of flooding in Weymouth Town Centre could be effectively managed to allow future growth up to the year 2126, the anticipated lifetime of current development. The recommended flood defence option comprises improvements to the harbour walls and Esplanade, and the construction of a tidal barrier at the mouth of the River Wey.	The MSP should be consistent with the proposed flood risk option for Weymouth (improvements to the harbour walls and Esplanade, and the construction of a tidal barrier at the mouth of the River Wey).

Fisheries and Mariculture Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
United Nations Convention on the Law of the Sea (1982)	Establishes a unified system of governance for the exercise of various sovereign rights by coastal states to exploit mineral and living resources within territorial seas, extending up to 12nm from agreed national baselines (Article 3). UNCLOS provides an overarching framework for the marine environment. It sets national jurisdictions and establishes rights of navigation and the legal regime of the high sea. It provides the legal basis for the protection and sustainable development of the marine environment and addresses environmental control, scientific exploration, economic activities and the settlement of disputes.	The Dorset MSP area lies entirely within English territorial waters.
Marine Pollution Convention/Protocol (1974/78) as amended	Regulates deliberate operational discharge various pollutants into the marine environment stated in Annex I-VI from vessels and establishes standards for oil tanker design, construction and maintenance. It makes provisions to regulate vessel to	Port authorities have duty to enforce these regulations and standards for both domestic and foreign vessels.

Fisheries and Mariculture Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	vessel transfer of oil.	
World Summit on Sustainable Development	Builds upon the achievements made by the Rio Convention, 1992. The commitments made at the WSSD have contributed to the development of Marine Spatial Planning (MSP) at both the International and European level. As well as establishing a UN system for marine monitoring by 2004 the WSSD included a number of commitments relevant to MSP, including: • Encouraging the ecosystem approach to marine management by 2010 • Setting up representative marine protection networks by 2012 • Restoring depleted fish stocks to maximum sustainable yields by 2015 'where possible'.	The Dorset MSP should be founded on the principles of the ecosystem approach to sustainable marine management.
EC Marine Strategy Framework Directive (2008/56/EC)	The Marine Strategy Framework Directive (MSFD) establishes an overarching approach to the management of Europe's seas. It requires member states to prepare national strategies to manage the seas within their jurisdiction, emphasising International co-operation, to achieve or maintain Good Environmental Status (GES) by 2020.	The Dorset MSP should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.
EC Integrated Maritime Policy for the European Union (Blue paper) COM (2007) 575	The Communication "Roadmap for Maritime Spatial Planning: Achieving common principles in the EU" was adopted by the Commission in 2008 and provides a set of 10 key principles that are meant to form the basis for a common approach towards marine spatial planning by member states. The key principles identified for MSP in the EU are: • Using MSP according to area and type of activity; • Defining objectives to guide MSP; • Developing MSP in a transparent manner; • Stakeholder participation; • Coordination within Member States	The Dorset MSP should incorporate the cross-sector stakeholder integration and cooperation of available resources and the potential for the MSP to inform future planning.

Fisheries and Mariculture Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	– Simplifying decision processes; • Ensuring the legal effect of national MSP; • Cross-border cooperation and consultation; • Incorporating monitoring and evaluation in the planning process; • Achieving coherence between terrestrial and maritime spatial planning – related to ICZM	
Common Fisheries Policy	The CFP adopts an ecosystem approach to regulate fisheries policy at the community level to manage and limit the extent by which Member states can develop their own fisheries measures using Total Allowable Catch (TAC). Article 6 of the treaty requires that environmental protection must be integrated into Community policies to promote sustainable development. It also acts as a tool to manage and regulate aquaculture activities.	The Dorset MSP should consider the CFP policies in regard to the fishery resource and its sustainable management and development by recognising: • The opportunity for fishers to contribute their knowledge to the plan and air reservations about its development in attaining mutual levels of sustainability. • The facilitation of aquaculture activities within the planned area • The overarching role of CFP in fisheries management.
Shellfish Waters Directive (2006/113/EEC)	The Shellfish Waters Directive aims to protect shellfish populations, maintaining the high quality of shellfish in our waters. The directive sets the standard for water quality in estuaries and other areas where shellfish grow and reproduce.	The Dorset MSP should protect shellfish by ensuring good water quality where shellfish grow and reproduce.
Sustainable Development Strategy (2001) renewed (2006)	The overall aim of the renewed EU SDS is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life. The seven key challenges are: • Sustainable Consumption and Production (SCP); • Climate change and energy; • Public health; • Social exclusion; • Demography and migration;	The Dorset MSP should seek to address key challenges identified by the strategy as translated into UK sustainable development policy and how best to inform on sustainable development and environmental protection.

Fisheries and Mariculture Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	• Natural resources; • Transport; and • Global poverty and development	
Guidelines for an Integrated Approach to Maritime Policy: Towards Best Practice in Integrated Maritime Governance and Stakeholder Consultation. (COM/2008/395)	The guidelines aim to provide a integrated approach to address maritime affairs. Member States should develop their own national integrated maritime policies, embracing economic, social, cultural and environmental contexts, with active stakeholder participation to be implemented through marine spatial planning.	The Dorset MSP should take a cross cutting, ecosystem based approach to marine management.
Water Pollution by Discharges of Certain Dangerous Substances. EC Directive 76/464/EEC Codified as 2006/11/EC	This Directive aims to regulate potential aquatic pollution by produced in Europe, covering inland surface waters, territorial waters and inland coastal waters. Member states must establish pollution reduction programmes including water quality objectives. This Directive has been integrated into the Water Framework Directive.	The Dorset MSP should consider how best to support the implementation of this Directive by informing pollution reduction programmes in the area.
National		
Defra (2002) Safeguarding our Seas – A Strategy for the Conservation and Sustainable development of our Marine Environment	Sets recommendations for an ecosystem-based approach to reconcile conservation objectives and socio-economic needs. It explores the potential of the marine spatial planning process to resolve conflicts between marine conservation and other human activities in to improve environmental management.	The Dorset MSP primary remit to test the applications of Marine Spatial Planning based upon the ecosystem management approach.
Salmon and Fisheries Act 1975	This Act covers the migratory routes for salmonids up to 6 nautical miles. The salmonids that migrate through the area covered by the MSP are important to the national and international conservation designations further along the coast.	The MSP should aim to protect the salmonids passing through the plan area.

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
Safety of Life at Sea (SOLAS) Convention (1974) as amended.	The main objective of the SOLAS convention is to specify minimum standards for the construction, equipment and operation of ships in accordance with their safety. It includes provisions regarding navigation and control of ships in ports.	The Dorset MSP must be compliant with SOLAS requirements relating to navigation and operations.
Sustainable Development Strategy (2001) renewed (2006)	The overall aim of the renewed EU SDS is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life. The seven key challenges are: • Sustainable Consumption and Production (SCP); • Climate change and energy; • Public health; • Social exclusion; • Demography and migration; • Natural resources; • Transport; and • Global poverty and development	The Dorset MSP should seek to address key challenges identified by the strategy as translated into UK sustainable development policy and how best to inform on sustainable development and environmental protection.
Bathing Water Directive (76/160/EEC) and (2006/7/EC)	The main objective of the Bathing Water Directives is to protect public health and the environment by setting the requirement of Member States to draw up site management plans for each site and adhere to bacteriological water standards.	The MSP recognises the designated bathing waters and complies with site management plans.
Countryside and Rights of Way Act (CRoW) (Office of the Deputy Prime Minister, 2000)	CRoW extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. It creates a new statutory right of access to open country and registered common land, modernising the rights of way system, give greater protection to Sites of Special Scientific Interest (SSSIs), provide better management arrangements for Areas of Outstanding Natural Beauty (AONBs), and strengthen wildlife enforcement legislation.	The MSP needs to ensure the protection of SSSIs whilst supporting the right of access to the countryside.
National		
Coastal Planning (PPG20; 1992)	This document has largely been replaced by PSS25 Supplement: Development and Coastal Change in March 2010. However, the following	The Dorset MSP should support development on the coast which requires a coastal location and should enable

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	remains as extant planning policy guidance: • In the coastal zone, development plan policies should normally not provide for development which does not require a coastal location; and • Public access to the coast should be a basic principle, unless it can be demonstrated that this is damaging to nature conservation or impractical. Whenever appropriate both new developments and regeneration schemes should seek to include, public access as a positive feature of the development.	public access to the coast.
Defra (2002) Safeguarding our Seas – A Strategy for the Conservation and Sustainable development of our Marine Environment	Sets recommendations for an ecosystem-based approach to reconcile conservation objectives and socio-economic needs. It explores the potential of the marine spatial planning process to resolve conflicts between marine conservation and other human activities in to improve environmental management.	The Dorset MSP primary remit to test the applications of Marine Spatial Planning based upon the ecosystem management approach.
Marine and Coastal Access Act (2009)	The Act sets out the overarching Government and MMOs intentions regarding social, economic and environmental elements of sustainable development to manage local and regional plans and programmes by covering five principles including: planning in the marine area; licensing activities in the marine area; marine nature conservation; modernising marine fisheries management; and a new marine management organisation. With respect to planning, the stated aim is: “To create a strategic marine planning system that will clarify our marine objectives and priorities for the future, and direct decision-makers and users towards more efficient, sustainable use and protection of our marine resource”.	The Dorset MSP will meet the requirements of the Act to promote all aspects of sustainable development while making provisions for transparent stakeholder interaction and effective protection of the marine environment.
Development and Flood Risk (PPS25; 2010)	The key planning objectives are to ensure that indirect and direct effects of flood risk are taken into account in all stages by considering the relevant objectives:	The Dorset MSP will need to incorporate the findings of shoreline management plans and strategic flood risk assessments to address the potential effects of climate

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	• Identifying land at risk and the degree of risk of flooding from river, sea and other sources in their areas; • Framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change; and • Only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding.	change on coastal erosion and flood risk management issues.
Natural Environment and Rural Communities Act (2006)	Places a duty on all public bodies to have regard for and enhance conservation of biodiversity I carrying out all of their functions. The general purposes of this act is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations by: • promoting nature conservation and protecting biodiversity • conserving and enhancing the landscape • securing the provision and improvement of facilities for the study, understanding and enjoyment of the natural environment • promoting access to the countryside and open spaces and encouraging open-air recreation, and • contributing in other ways to social and economic well-being through management of the natural environment	The plan will ensure the effective management of the marine area to protect, maintain, or enhance the area's natural environment for present and future generations. The SEA will assess the sustainability of the MSP.
Sustainable Development in Rural Areas (PPS7; 2004)	The statement supports of a wide range of economic activity in rural areas while ensuring that all necessary measures have been taken to ensure that waste is recovered or disposed of without causing harm to human health or the environment. It promotes the use of Landscape Character Assessment to support thriving rural communities and businesses, while protecting the wider	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of development.

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	countryside from unnecessary building development.	
Coast Protection Act (1949)	Implements the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Birds Directive in Great Britain. Covers protection of wildlife (birds, animals and plants), countryside, national parks, public rights of way and the designation of protected areas such as sites of special scientific interest (SSSI's).	The entire coastline within the marine management area is designated as SSSI's along with other statutory designations. The MSP must comply with the Directives to ensure relevant habitats and species are conserved.
Planning for a Natural and Healthy Environment	Streamlines and consolidates PPS9, and elements of PPS7 and PPG20. A key objective of this PPS is to bring together related policies on the natural environment and on open and green spaces in rural and urban areas to ensure that the planning system delivers healthy sustainable communities which adapt to and are resilient to climate change and gives the appropriate level of protection to the natural environment.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
Regional / Local		
Jurassic Coast Management Plan (2009)	The plan sets eight long-term aims in place to manage the world heritage site. These are: • To protect the Site's Outstanding Universal Value and integrity by allowing the natural processes which created it to continue; • To conserve and enhance the Site and its setting for science, education and public enjoyment; • To strengthen understanding of the Outstanding Universal Value of the Site; • To sets out the aspiration to support communities in realising the economic, social and cultural opportunities and benefits that World Heritage status can bring; • To improve appropriate and sustainable access to the Site and its setting; • To enable visitors to the Site and its setting to enjoy a welcoming	The Dorset MSP will aim to compliment the long-term aims of the JCMP and promote the sites universal value.

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	experience and high quality facilities; • To raise public awareness of the Site, its Outstanding Universal Value, and the values of World Heritage, locally to globally, so that people are more informed about, and ultimately value more, their globally important heritage; and • To support and demonstrate exemplary World Heritage Site management.	
Dorset Coast Strategy (1999)	Lists nine priorities covering the main areas of environmental conservation, economic development, and social inclusion for the management of the Dorset coast. The priorities cover: • Protecting and improving the coastal environment; • Delivering sustainable shoreline management; • Regulated use of marine and coastal resources; • Active attention to the development of coast-dependent industries; • New and sustainable coastal tourism; • Managing and promoting coastal recreation; • Celebrating the Dorset Coast through local support and raising awareness; • Building Dorset's influence in national and European decision taking; and • Supporting and strengthening local management arrangements for the Dorset Coast.	The Dorset MSP objectives will need to compliment those set by the DCS through inter-authority communication and promote awareness of the marine environment and the coast in the region.
Portland Harbour Authority MSP (2008)	Developed a number of policies as part of a strategic plan to assist in regulating, protecting and managing the marine environment concerning multiple, cumulative and potentially conflicting uses of harbour waters to: • Indicate and prioritise marine use classes of the harbour to minimise the potential risks of overlapping marine uses; • Allocate water space of the inshore waters in a manner which minimises conflicts of interest and maximises	The Dorset MSP should seek to minimise potential conflicts to the PHMSP through negotiating potential obstacles to port development and navigation while considering the long-term effects of cumulative and synergistic actions upon the wider social, economic and marine environment.

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	synergistic relationships; • Maintain safe navigational access for any vessel entering or departing the limits of the harbour and those transiting Weymouth Bay by minimising restrictions or zoning; • Encourage the development of employment sites concerned with commercial and military shipping and their operations; and • Restrict dredging activity in areas designated as SACs SSSIs or in areas where recreation and leisure activities are encouraged.	
Portland Harbour Management Plan (2006)	The Plan sets out 5 main objectives for consideration to manage potentially conflicting societal, environmental, and economic needs of the Harbour. The objectives cover: • Maintenance of the port and harbour facilities; • Long-term management and maintenance of port facilities and nature conservation; • Maintaining standards of operation for the day-to-day running of the port; • Management of operation within and outside the area of control defined by the Harbour Revision Order with reference to Chesil and the Fleet SAC; and • Apply improvements relevant to all aspects of future management.	The Dorset MSP should seek to minimise potential conflicts to the PHMP through negotiating potential obstacles to port development and navigation while considering the long-term effects of cumulative and synergistic actions of other plans upon the wider social, economic and marine environment.
Dorset AONB Management Plan (2009)	The AONB is Designated under the National Parks and Access to the Countryside Act (1949), updated (1991) and statutory duties placed upon by CRoW Act (2000). The main objectives are to: • Conserve and enhance natural beauty • Promote sustainable forms of socio-economic development that facilitate conservation and enhancement of the environment • Meet recreational demands so far as is consistent with conservation of natural beauty and the needs of	The Dorset MSP will aim to compliment the long-term aims of the AONB plan and promote the sites universal value.

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	agriculture, forestry and other uses • Place statutory duty on all relevant authorities to regard the purpose to conserve the natural environment when discharging any function affecting land in AONBs • Place statutory duty on Local Planning Authorities to produce a management plan for each AONB in their administrative area	
Weymouth & Portland Borough Council Adopted Local Plan (2005)	Provides a system of planning land development control, as set out in PPS12, up to 2011. The Plan targets housing, employment and retail strategies while identifying aims to protect the natural environment (Chapter 1 p. 4-6).	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
West Dorset District Council Local Plan (adopted 2006)	Provides a system of planning land development control, as set out in PPS12, up to 2016. The Plan deals with housing provision, economic development (rural diversification and tourism), supporting the vitality of service centres, avoiding development of greenfield sites, protecting environmental assets and promoting energy efficiency and renewable energy generation.	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
Purbeck District Local Plan Final Edition (not formally adopted but is a material consideration in planning decisions)	The Purbeck District Local Plan: Final Edition sets out policies and proposals to guide development in Purbeck District up to 2011 and beyond. A key objective of the plan is *"To provide for needs for housing, jobs, leisure and services, and encourage tourism enjoyment of Purbeck, in such a way as to support viable and sustainable communities, maintain a robust local economy and maintain the high environmental quality of the District".*	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
A Business Plan for Weymouth Harbour 2010 – 2015	Presents a business strategy and action plan for attracting future investment towards achieving sustainable development and income for Weymouth Harbour. Other provisions include port navigation, maintenance, and performance.	The Dorset MSP should seek to minimise potential conflicts to the business plan through negotiating potential obstacles to harbour development and navigation while considering the long-

Recreation and Tourism Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
		term effects of cumulative and synergistic actions of other plans upon the wider social, economic and marine environment.

Waste and Water Quality Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
Marine Pollution Convention/Protocol (1974/78) as amended	Regulates deliberate operational discharge various pollutants into the marine environment stated in Annex I-VI from vessels and establishes standards for oil tanker design, construction and maintenance. It makes provisions to regulate vessel to vessel transfer of oil.	Port authorities have duty to enforce these regulations and standards for both domestic and foreign vessels.
EC Marine Strategy Framework Directive (2008/56/EC)	The Marine Strategy Framework Directive (MSFD) establishes an overarching approach to the management of Europe's seas. It requires member states to prepare national strategies to manage the seas within their jurisdiction, emphasising International co-operation, to achieve or maintain Good Environmental Status (GES) by 2020.	The Dorset MSP should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.
Water Framework Directive (2000/60/EC)	Aims to achieve good ecological status of all European member state inland surface waters, transitional waters, coastal waters and groundwater by 2015. It requires the establishment of river basin districts and the production of key documents including river basin management plans.	The Dorset MSP will link with the SW river basin management plan and provide a strategic overview of water quality management issues for transitional and coastal Dorset waters.
Urban Waste Water Treatment Directive (91/271/EEC)	This Directive aims to protect the environment from the adverse effects of waste water discharges from urban and industrial sources including sewage. It also sets acceptable pollutant levels.	The Dorset MSP should consider how to best support the implementation of this directive by promoting best sustainable practice (i.e. port development).
Environmental Liability	Sets provisions for operators whose	The MSP should ensure that

Waste and Water Quality Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
Directive (2004/35/CE)	activity has caused environmental damage or the imminent threat of such damage. The guilty party is to be held financially liable, in order to induce operators to adopt measures and develop practices to minimise the risks of environmental damage so that their exposure to financial liabilities is reduced. Financial compensation reflects the severity of the environmental, social and economic impact, and the cost of taking preventative measures.	prices reflect the real costs to society of consumption and production activities and that polluters pay for the damage they cause to human health and the environment.
Bathing Water Directive (76/160/EEC) and (2006/7/EC)	The main objective of the Bathing Water Directives is to protect public health and the environment by setting the requirement of Member States to draw up site management plans for each site and adhere to bacteriological water standards.	The MSP recognises the designated bathing waters and complies with site management plans.
Water Pollution by Discharges of Certain Dangerous Substances. EC Directive 76/464/EEC Codified as 2006/11/EC	This Directive aims to regulate potential aquatic pollution by produced in Europe, covering inland surface waters, territorial waters and inland coastal waters. Member states must establish pollution reduction programmes including water quality objectives. This Directive has been integrated into the Water Framework Directive.	The Dorset MSP should consider how best to support the implementation of this Directive by informing pollution reduction programmes in the area.
Shellfish Waters Directive (2006/113/EEC)	The Shellfish Waters Directive aims to protect shellfish populations, maintaining the high quality of shellfish in our waters. The directive sets the standard for water quality in estuaries and other areas where shellfish grow and reproduce.	The Dorset MSP should protect shellfish by ensuring good water quality where shellfish grow and reproduce.
National		
Defra (2002) Safeguarding our Seas – A Strategy for the Conservation and Sustainable development of our Marine Environment	Sets recommendations for an ecosystem-based approach to reconcile conservation objectives and socio-economic needs. It explores the potential of the marine spatial planning process to resolve conflicts between marine conservation and other human activities in to improve environmental management.	The Dorset MSP primary remit to test the applications of Marine Spatial Planning based upon the ecosystem management approach.

Waste and Water Quality Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
Local Spatial Planning (PPS 12)	Takes into account the objectives of other service providers (education, health etc.) to deliver positive social, economic and environmental outcomes and requires planners to collaborate with a wide range of stakeholders to help shape local areas and deliver local services.	The Dorset MSP will consider the role of other service providers to deliver mutually beneficial objectives.
Sustainable Development in Rural Areas (PPS7; 2004)	The statement supports of a wide range of economic activity in rural areas while ensuring that all necessary measures have been taken to ensure that waste is recovered or disposed of without causing harm to human health or the environment. It promotes the use of Landscape Character Assessment to support thriving rural communities and businesses, while protecting the wider countryside from unnecessary building development.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of development.
Water Act (2003)	Amends the Water Resources Act 1991 and the Water Industry Act 1991. It makes provisions with respect to compensation and licensing. It also makes provisions in connection with land drainage and flood defence and the pollution of controlled waters from contaminated land.	The Dorset MSP should work with authorities to enforce licensing and compensation with regard to coastal waters.
Planning for a Natural and Healthy Environment	Streamlines and consolidates PPS9, and elements of PPS7 and PPG20. A key objective of this PPS is to bring together related policies on the natural environment and on open and green spaces in rural and urban areas to ensure that the planning system delivers healthy sustainable communities which adapt to and are resilient to climate change and gives the appropriate level of protection to the natural environment.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
Regional / Local		
Portland Harbour Authority MSP (2008)	Developed a number of policies as part of a strategic plan to assist in regulating, protecting and managing the marine environment concerning multiple, cumulative and potentially conflicting uses of harbour waters to: • Indicate and prioritise marine use	The Dorset MSP should seek to minimise potential conflicts to the PHMSP through negotiating potential obstacles to port development and navigation while considering the long-term effects of cumulative and

Waste and Water Quality Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	classes of the harbour to minimise the potential risks of overlapping marine uses; • Allocate water space of the inshore waters in a manner which minimises conflicts of interest and maximises synergistic relationships; • Maintain safe navigational access for any vessel entering or departing the limits of the harbour and those transiting Weymouth Bay by minimising restrictions or zoning; • Encourage the development of employment sites concerned with commercial and military shipping and their operations; and • Restrict dredging activity in areas designated as SACs SSSIs or in areas where recreation and leisure activities are encouraged.	synergistic actions upon the wider social, economic and marine environment.
Portland Harbour Management Plan (2006)	The Plan sets out 5 main objectives for consideration to manage potentially conflicting societal, environmental, and economic needs of the Harbour. The objectives cover: • Maintenance of the port and harbour facilities; • Long-term management and maintenance of port facilities and nature conservation; • Maintaining standards of operation for the day-to-day running of the port; • Management of operation within and outside the area of control defined by the Harbour Revision Order with reference to Chesil and the Fleet SAC; and • Apply improvements relevant to all aspects of future management.	The Dorset MSP should seek to minimise potential conflicts to the PHMP through negotiating potential obstacles to port development and navigation while considering the long-term effects of cumulative and synergistic actions of other plans upon the wider social, economic and marine environment.
SW River Basin Management Plan	Sets out in general terms how the water environment will be managed. They will also provide a framework for more detailed decisions to be made. Each plan will include information on the characteristics of the River Basin District, a summary of the significant	The Dorset MSP should aim to include policies to prevent deterioration or enhance the ecological status of coastal and associated estuarine environments.

Waste and Water Quality Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
	pressures and impacts upon water bodies and the economics analysis of water use, and a summary of the programmes of measures required for the River Basin District to achieve Water Framework Directive objectives. The plans will: • Establish a strategic plan for the long term management of the River Basin District; and • Set out objectives for water bodies and in broad terms what measures are planned to meet these objectives.	
Dorset Waste Local Plan (2006)	The Plan strategy is based upon four main objectives to provide sustainable solutions to waste management and planning while safeguarding the environmental quality of the area. These are: • Maintenance of high and stable levels of economic growth and employment; • Social progress which recognises the needs of everyone; • Effective protection of the environment; and • The prudent use of natural resources.	The Dorset MSP should work with authorities to promote the commercial expansion of the area through sustainable development methods i.e. SUDS and soft engineering where possible.

Renewable Energy and Natural Resources Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
EC Marine Strategy Framework Directive (2008/56/EC)	The Marine Strategy Framework Directive (MSFD) establishes an overarching approach to the management of Europe's seas. It requires member states to prepare national strategies to manage the seas within their jurisdiction, emphasising International co-operation, to achieve or maintain Good Environmental Status (GES) by	The Dorset MSP should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.

	2020.	
EC Integrated Maritime Policy for the European Union (Blue paper) COM (2007) 575	The Communication "Roadmap for Maritime Spatial Planning: Achieving common principles in the EU" was adopted by the Commission in 2008 and provides a set of 10 key principles that are meant to form the basis for a common approach towards marine spatial planning by member states. The key principles identified for MSP in the EU are: • Using MSP according to area and type of activity; • Defining objectives to guide MSP; • Developing MSP in a transparent manner; • Stakeholder participation; • Coordination within Member States – Simplifying decision processes; • Ensuring the legal effect of national MSP; • Cross-border cooperation and consultation; • Incorporating monitoring and evaluation in the planning process; • Achieving coherence between terrestrial and maritime spatial planning – related to ICZM	The Dorset MSP should incorporate the cross-sector stakeholder integration and cooperation of available resources and the potential for the MSP to inform future planning.
Sustainable Development Strategy (2001) renewed (2006)	The overall aim of the renewed EU SDS is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life. The seven key challenges are: • Sustainable Consumption and Production (SCP); • Climate change and energy; • Public health; • Social exclusion; • Demography and migration; • Natural resources; • Transport; and • Global poverty and development	The Dorset MSP should seek to address key challenges identified by the strategy as translated into UK sustainable development policy and how best to inform on sustainable development and environmental protection.
National		
UK Renewable Energy Strategy (2009)	Sets out active and strategic roles for the government and stakeholders in prioritising carbon emission and fossil fuel reduction in all sectors through promoting renewable energy by:	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and

	• Ensuring 15% of UK energy expenditure comes from renewable sources by 2020; and • Aid in reducing UK emissions in CO2 by over 750 million tonnes by 2030 potentially creating up to 500,000 jobs in the renewable energy sector	economic interaction in the marine environment.
Energy Act (2010)	Make several amendments and additional provisions to the Energy Act (2008) relating to the demonstration, assessment and use of carbon capture and storage technology.	Possible sites for a tidal and a round 3 wind farm are within, and straddle the marine management area. There is also gas development works proposed in Weymouth. The plan must adhere to the provisions set while considering their economic and environmental implications.
Regional / Local		
Dorset AONB Management Plan (2009)	The AONB id Designated under the National Parks and Access to the Countryside Act (1949), updated (1991) and statutory duties placed upon by CRoW Act (2000). The main objectives are to: • Conserve and enhance natural beauty • Promote sustainable forms of socio-economic development that facilitate conservation and enhancement of the environment • Meet recreational demands so far as is consistent with conservation of natural beauty and the needs of agriculture, forestry and other uses • Place statutory duty on all relevant authorities to regard the purpose to conserve the natural environment when discharging any function affecting land in AONBs • Place statutory duty on Local Planning Authorities to produce a management plan for each AONB in their administrative area	The Dorset MSP will aim to compliment the long-term aims of the AONB plan and promote the sites universal value.
Government Office for the South West (2003) Regional Renewable Energy Strategy for the South West of England 2003- 2010 Revision 2010 and 2020	There are three core strands which form the overarching aims for the strategy, these are: • Deploying Renewable Energy on the Ground; • Developing Skills and Awareness; and • Building the South West	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.

	Renewable Energy Industry. Contains a target of 11-15% renewable electricity generation to be achieved or exceeded by 2010. Revision 2020 extends the existing body of work by seeking to: • establish targets for renewable electricity to 2020 • add targets for renewable heat for 2010 and 2020, and • adds a target for on-site generation within new development.	
Bournemouth, Dorset and Poole Renewable Energy Strategy and Action Plan (2005) and refreshing the Bournemouth, Dorset and Poole Renewable Energy Strategy and Action Plan Updated Strategy: Consultation Draft (May 2011)	The renewable energy strategy has four aims, which are to: • Maximise the potential for local economic benefit and diversification; • Facilitate renewable energy development that is appropriate to Dorset's environment and communities; • Encourage a high degree of community involvement, understanding and benefit from using energy more efficiently and developing Dorset's renewable energy resources; and • Enable Dorset to play its part in reducing greenhouse gas emissions in line with local, regional, national and international targets. The strategy proposes actions within six priority areas, namely: • Developing positive planning policies for renewable energy; • Developing biomass energy and renewable energy from waste in Dorset; • Increasing application of sustainable energy in buildings; • Raising awareness and understanding about sustainable energy; • Developing community renewable energy initiatives and exemplars; and • Researching and developing new areas for action on sustainable energy. The consultation draft of the update of	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.

	this strategy introduces a new aim: • To provide local, affordable and secure renewable energy supplies. This update proposes to adopt an aspirational target to generate more than 15% of all energy demand in Bournemouth, Dorset and Poole from renewable energy resources by 2020.	

Defence Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
Sustainable Development Strategy (2001) renewed (2006)	The overall aim of the renewed EU SDS is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life. The seven key challenges are: • Sustainable Consumption and Production (SCP); • Climate change and energy; • Public health; • Social exclusion; • Demography and migration; • Natural resources; • Transport; and • Global poverty and development	The Dorset MSP should seek to address key challenges identified by the strategy as translated into UK sustainable development policy and how best to inform on sustainable development and environmental protection.
National		
Transport and Works Act (1992)	The TWA provide a system by which the construction of rail transport, tramway, inland waterway and harbour infrastructure could proceed in the UK by order of the Minister of State for Transport.	The Dorset MSP will work with the relevant authorities to avoid or mitigate development consents that concern conservation areas.
Department for Transport (2000) Modern ports: A UK policy	Sets out three main policy aims for UK Government and devolved administrations which promote: • UK and regional competitiveness; • High nationally agreed safety standards; • The best environmental practice. Relevant key objectives include: • To make regulation add value rather than unnecessary cost, ensuring that different regulators co-ordinate their overall demands; and • To maintain a balanced policy on development which aims to makes the best use of existing and former operational land, secures high environmental standards, but supports sustainable projects for which there is a clear need.	Plan should support integrated decision making by terrestrial planning authorities and regulators with respect to Portland and Weymouth port developments and provide a strategic overview of port assets.

Defence Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
Regional / Local		
Lulworth Ranges Byelaws (1978)	Pertains to the Ministry of Defence (MoD). The Byelaws apply to areas of land and sea used for strategic defence purposes and restrictions to these, termed, 'danger areas' set out in 1(a & b) and specified in 1(2).	The Dorset MSP must recognise the rights of the MoD to operate between just west of Kimmeridge Bay to just east of Lulworth Cove and out to six nautical miles offshore between Lulworth Cove and St. Albans Head. It should also help inform the public and commercial/recreational vessels regarding the danger area when access is not permitted.

Economy and Material Assets Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
World Summit on Sustainable Development	Builds upon the achievements made by the Rio Convention, 1992. The commitments made at the WSSD have contributed to the development of Marine Spatial Planning (MSP) at both the International and European level. As well as establishing a UN system for marine monitoring by 2004 the WSSD included a number of commitments relevant to MSP, including: • Encouraging the ecosystem approach to marine management by 2010 • Setting up representative marine protection networks by 2012 • Restoring depleted fish stocks to maximum sustainable yields by 2015 'where possible'.	The Dorset MSP should be founded on the principles of the ecosystem approach to sustainable marine management.
EC Marine Strategy Framework Directive (2008/56/EC)	The Marine Strategy Framework Directive (MSFD) establishes an overarching approach to the management of Europe's seas. It requires member states to prepare national strategies to manage the seas within their jurisdiction, emphasising International co-operation, to achieve or maintain Good Environmental Status (GES) by	The Dorset MSP should consider the implications of the plan on biodiversity, habitats, flora and fauna to maintain or enhance current levels of environmental status.

	2020.	
Sustainable Development Strategy (2001) renewed (2006)	The overall aim of the renewed EU SDS is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life. The seven key challenges are: • Sustainable Consumption and Production (SCP); • Climate change and energy; • Public health; • Social exclusion; • Demography and migration; • Natural resources; • Transport; and • Global poverty and development	The Dorset MSP should seek to address key challenges identified by the strategy as translated into UK sustainable development policy and how best to inform on sustainable development and environmental protection.
National		
Marine and Coastal Access Act (2009)	The Act sets out the overarching Government and MMOs intentions regarding social, economic and environmental elements of sustainable development to manage local and regional plans and programmes by covering five principles including: planning in the marine area; licensing activities in the marine area; marine nature conservation; modernising marine fisheries management; and a new marine management organisation. With respect to planning, the stated aim is: "To create a strategic marine planning system that will clarify our marine objectives and priorities for the future, and direct decision-makers and users towards more efficient, sustainable use and protection of our marine resource".	The Dorset MSP will meet the requirements of the Act to promote all aspects of sustainable development while making provisions for transparent stakeholder interaction and effective protection of the marine environment.
UK Renewable Energy Strategy (2009)	Sets out active and strategic roles for the government and stakeholders in prioritising carbon emission and fossil fuel reduction in all sector through promoting renewable energy by: • Ensuring 15% of UK energy expenditure comes from renewable sources by 2020; and • Aid in reducing UK emissions in CO_2 by over 750 million tonnes by 2030 potentially creating up to 500,000 jobs in the renewable energy sector	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.

Local Spatial Planning (PPS 12)	Takes into account the objectives of other service providers (education, health etc.) to deliver positive social, economic and environmental outcomes and requires planners to collaborate with a wide range of stakeholders to help shape local areas and deliver local services.	The Dorset MSP will consider the role of other service providers to deliver mutually beneficial objectives.
Sustainable Development in Rural Areas (PPS7; 2004)	The statement supports of a wide range of economic activity in rural areas while ensuring that all necessary measures have been taken to ensure that waste is recovered or disposed of without causing harm to human health or the environment. It promotes the use of Landscape Character Assessment to support thriving rural communities and businesses, while protecting the wider countryside from unnecessary building development.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of development.
Delivering Sustainable Development (PPS 1; 2005)	Sets out the governments overarching planning policies on the delivery of sustainable development to “meet the needs of the present without compromising the ability of future generations to meet their own needs”.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of development.
Coastal Planning (PPG20; 1992)	This document has largely been replaced by PSS25 Supplement: Development and Coastal Change in March 2010. However, the following remains as extant planning policy guidance: • In the coastal zone, development plan policies should normally not provide for development which does not require a coastal location; and • Public access to the coast should be a basic principle, unless it can be demonstrated that this is damaging to nature conservation or impractical. Whenever appropriate both new developments and regeneration schemes should seek to include, public access as a positive feature of the development.	The Dorset MSP should support development on the coast which requires a coastal location.
Regional / Local		
A Business Plan for Weymouth Harbour 2010 – 2015	Presents a business strategy and action plan for attracting future investment towards achieving sustainable development and income	The Dorset MSP should seek to minimise potential conflicts to the business plan through negotiating potential obstacles

	for Weymouth Harbour. Other provisions include port navigation, maintenance, and performance.	to harbour development and navigation while considering the long-term effects of cumulative and synergistic actions of other plans upon the wider social, economic and marine environment.
Weymouth & Portland Borough Council Adopted Local Plan (2005)	Provides a system of planning land development control, as set out in PPS12, up to 2011. The Plan targets housing, employment and retail strategies while identifying aims to protect the natural environment (Chapter 1 p. 4-6).	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
West Dorset District Council Local Plan (adopted 2006)	Provides a system of planning land development control, as set out in PPS12, up to 2016. The Plan deals with housing provision, economic development (rural diversification and tourism), supporting the vitality of service centres, avoiding development of greenfield sites, protecting environmental assets and promoting energy efficiency and renewable energy generation.	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
Purbeck District Local Plan Final Edition (not formally adopted but is a material consideration in planning decisions)	The Purbeck District Local Plan: Final Edition sets out policies and proposals to guide development in Purbeck District up to 2011 and beyond. A key objective of the plan is *"To provide for needs for housing, jobs, leisure and services, and encourage tourism enjoyment of Purbeck, in such a way as to support viable and sustainable communities, maintain a robust local economy and maintain the high environmental quality of the District".*	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
Shoreline Management Plan - Durlston Head to Rame Head	The objectives of SMPs are to: • Improve our understanding of coastal processes; • Work in partnership with all interested organisations and the public; and • Prepare a setting for the long term planning of coastal defences	The Dorset MSP needs to incorporate the findings of shoreline management plans to assess and identify potential flood risk areas and consider the implications of the plan in regard to water quality, erosion and flooding.
Weymouth & Portland Borough Council SFRA Level 1& 2 (Jul 06/Dec 09 respective)	The SFRA is to be taken in conjunction with the requirements set in PPS25. It sets out specific recommendations for the Core Strategy and ensuring that land is	The Dorset MSP will need to incorporate the findings of shoreline management plans and strategic flood risk assessments to address the

	allocated for development in lower flood risk zones in preference to high risk zones. Climate change and flood return period are also addressed.	potential effects of climate change on coastal erosion and flood risk management issues.

Climatic Factors Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
United Nations Framework Convention on Climate Change; Kyoto Protocol (1998)	The objective of the Kyoto Protocol is to stabilise and reduce greenhouse gas concentrations due to adverse anthropogenic input, mitigate climate change, and promote sustainable development worldwide	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and on types and siting of flood defences. Other potential impacts may arise relating to the influence of Plan on volume and mode of travel within the MSP.
Sustainable Development Strategy (2001) renewed (2006)	The overall aim of the renewed EU SDS is to identify and develop actions to enable the EU to achieve a continuous long-term improvement of quality of life. The seven key challenges are: • Sustainable Consumption and Production (SCP); • Climate change and energy; • Public health; • Social exclusion; • Demography and migration; • Natural resources; • Transport; and • Global poverty and development	The Dorset MSP should seek to address key challenges identified by the strategy as translated into UK sustainable development policy and how best to inform on sustainable development and environmental protection.
National		
UK Climate Change Programme (2006)	The programme delivers the UK's commitment under Kyoto protocol to reduce greenhouse gas emissions to 12.5% below 1990 levels by 2008 – 2012 and to move the UK towards its domestic target of 20% reduction in 1990 levels of CO2 emissions by 2010, with a long-term goal of 60% reduction by around 2050.	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.
Climate Change Act (2008)	The main objectives of the Act is to avoid the dangerous effects of climate change in an economically sound way by:	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies

	• Demonstrating the UK's leadership in tackling climate change - to increase the chances of a binding international emissions reduction agreement that would stabilize concentrations of greenhouse gases at a level that would avoid dangerous climate change; • Establishing an economically credible emissions reduction pathway to 2050; and • Providing greater clarity and predictability for UK industry to plan effectively for, and invest in, a low-carbon economy. It also puts a framework in place that commits the government to assess climactic impacts so that the UK is better able to respond to the unavoidable impacts of climate change.	and the degree of social and economic interaction in the marine environment.
UK Renewable Energy Strategy 2009	Under the EU Renewable Energy Directive, the UK has signed up to a legally binding EU target of producing 15 per cent of its energy from renewable sources by 2020. The 2009 UK Renewable Energy Strategy set out the government's plans for ensuring the UK meets its EU target. By sector, the government estimates that this means 30% of electricity, 12% of heat and 10% of transport energy will need to come from renewable sources. The strategy identifies the south west as a Low Carbon Economic Zone for marine development.	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.
Development and Flood Risk (PPS25; 2010)	PPS25 includes allowances for sea level rise.	The Dorset MSP will need to plan for future sea levels rise, for example, on coastal erosion and flood risk management issues.
Regional / local		
The South West Climate Change Action Plan (September, 2007)	The priorities for action in the South West are: • Carbon emissions from existing housing stock; • Carbon emissions from energy use in existing business, commerce and public sector operations; • Transport emissions; • Low carbon technology sector and	The Dorset MSP may potentially influence future decisions on scale and siting of renewable energy technologies and the degree of social and economic interaction in the marine environment.

	economic opportunities; • Carbon emissions from new build; and • Natural carbon sinks.	

Archaeology and Cultural Heritage Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
UNESCO Convention on Protection of Underwater Cultural Heritage (2001)	This Convention aims to recognise and strengthen the protection of Underwater Cultural Heritage (UCH) that has been partially or continuously underwater for at least 100 years. It promotes the in situ protection and prevention of commercial exploitation. It encourages responsible, non-intrusive access to observe or document in situ UCH's and encourages public awareness, appreciation and protection of the heritage.	The Dorset MSP should consider the best policy to preserve and promote UCH in the area.
European Convention on the Protection of the Archaeological Heritage (1992) applied (2000)	The Convention implements a legal system of protection for archaeological heritage, its conservation, the control of excavations, and the prevention of illicit circulation of archaeological objects.	The Dorset MSP should include objectives to support the protection of its maritime archaeological heritage.
National		
Protection of Wrecks Act 1973	This legislation provides for protection for *designated* shipwrecks. Wrecks can be protected for historical, archaeological or artistic value.	The SA will need to consider designated wrecks.
PPS5: Planning and the Historic Environment	Key objectives include: • to deliver sustainable development; • to conserve England's heritage assets in a manner appropriate to their significance; • to contribute to our knowledge and understanding of our past; • opportunities are taken to capture evidence from the historic environment; and • to make this publicly available, particularly where a heritage asset is to be lost.	The MSP should be consistent with these key objectives.
Statement on the Historic Environment for England	The Vision: *That the value of the historic environment is recognised by*	The MSP will need to support the vision particularly giving

(2010)	*all who have the power to shape it; that Government gives it proper recognition and that it is managed intelligently and in a way that fully realises its contribution to the economic, social and cultural life of the nation.*	regard to the contribution of historic assets to the local economy, society and culture.
Protection of Military Remains Act 1986	This Act provides for the protection for the wreckage of military aircraft and designated military vessels. Vessels must be specifically designated.	The SA will need to consider designated military vessels and wrecks.
National Heritage Act 2002	The 2002 Act extended the powers of the Historic Buildings and Monuments Commission to include underwater archaeology.	The SA ill need to consider underwater heritage assets.
Ancient Monuments and Archaeological Areas Act 1979	The Act makes provision for the investigation, preservation and recording of matters of archaeological or historical interest and for the regulation of operations or activities affecting such matters.	The SA ill need to consider underwater ancient monuments and archaeological assets.
Heritage Coasts (Updated 1991)	The main objectives of Heritage Coasts are: • To conserve, protect and enhance the natural beauty of the coasts, including their terrestrial, littoral and marine flora and fauna, and their heritage features of architectural, historical and archaeological interest; • Facilitate and enhance their enjoyment, understanding and appreciation by the public by improving and extending opportunities for recreational, educational, sporting and tourist activities; • Maintain, and improve where necessary, the environmental health of inshore waters affecting heritage coasts and their beaches through appropriate works and management measures; and • Take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts, through promoting sustainable forms of social and economic development, which in themselves conserve and enhance natural beauty and heritage features.	The plan should incorporate relevant data and concerns from surveys, authorities and the public into the MSP to ensure all environmental considerations are taken into account to maintain or improve the habitats and species within its remit.

Regional / Local		
Purbeck Heritage Strategy 2010-2015	The strategy aims to compliment the Dorset AONB Management Plan. It covers the landscape, biodiversity, geodiversity, coast and sea, the historic and built environment, land management and public access. The Purbeck objectives linked with the AONB Plan are: • Conserving and enhancing Purbeck's natural beauty and landscape; • Improving local prosperity without adversely impacting on the special nature of the area; and • Encouraging people of all ages to enjoy, access, and learn about Purbeck with minimum impact on the environment.	The Dorset MSP will need incorporate the objectives into the MMA to compliment the long-term aims of the AONB plan and PHS to promote the sites universal value.

Community and Human Health Policy Context		
Plan, Programme or Policy	**Requirements of the document relevant to the MSP objectives**	**Implications for the SA of Dorset MSP**
International		
Safety of Life at Sea (SOLAS) Convention (1974) as amended	The main objective of the SOLAS convention is to specify minimum standards for the construction, equipment and operation of ships in accordance with their safety. It includes provisions regarding navigation and control of ships in ports.	The Dorset MSP must be compliant with SOLAS requirements relating to navigation and operations.
Bathing Water Directive (76/160/EEC) and (2006/7/EC)	The main objective of the Bathing Water Directives is to protect public health and the environment by setting the requirement of Member States to draw up site management plans for each site and adhere to bacteriological water standards.	The MSP recognises the designated bathing waters and complies with site management plans.
Urban Waste Water Treatment Directive (91/271/EEC)	This Directive aims to protect the environment from the adverse effects of waste water discharges from urban and industrial sources including sewage. It also sets acceptable pollutant levels.	The Dorset MSP should consider how to best support the implementation of this directive by promoting best sustainable practice (i.e. port development).
National		
Marine and Coastal Access Act (2009)	The Act sets out the overarching Government and MMOs intentions regarding social, economic and	The Dorset MSP will meet the requirements of the Act to promote all aspects of

	environmental elements of sustainable development to manage local and regional plans and programmes by covering five principles including: planning in the marine area; licensing activities in the marine area; marine nature conservation; modernising marine fisheries management; and a new marine management organisation. With respect to planning, the stated aim is: "To create a strategic marine planning system that will clarify our marine objectives and priorities for the future, and direct decision-makers and users towards more efficient, sustainable use and protection of our marine resource".	sustainable development while making provisions for transparent stakeholder interaction and effective protection of the marine environment.
Ancient Monuments and Archaeological Areas Act 1979	This Act provides for the scheduling of monuments (a defined term of the 1979 Act) which can extend on the seabed within 12 nm (e.g. buildings, vessels, aircraft)	The MSP should ensure that is protects historic assets, including scheduled monuments.
Local Spatial Planning (PPS 12)	Takes into account the objectives of other service providers (education, health etc.) to deliver positive social, economic and environmental outcomes and requires planners to collaborate with a wide range of stakeholders to help shape local areas and deliver local services.	The Dorset MSP will consider the role of other service providers to deliver mutually beneficial objectives.
Planning for a Natural and Healthy Environment	Streamlines and consolidates PPS9, and elements of PPS7 and PPG20. A key objective of this PPS is to bring together related policies on the natural environment and on open and green spaces in rural and urban areas to ensure that the planning system delivers healthy sustainable communities which adapt to and are resilient to climate change and gives the appropriate level of protection to the natural environment.	The Dorset MSP will work with communities and businesses to promote economically viable and environmentally sustainable methods of utilising ecosystem services. The plan may influence future development consents regarding renewable technologies and the interaction of businesses to the marine environment.
Regional / Local		
Dorset Coast Strategy (1999)	Lists nine priorities covering the main areas of environmental conservation, economic development, and social inclusion for the management of the Dorset coast. The priorities cover: • Protecting and improving the coastal environment; • Delivering sustainable shoreline	The Dorset MSP objectives will need to compliment those set by the DCS through inter-authority communication and promote awareness of the marine environment and the coast in the region.

	management; • Regulated use of marine and coastal resources; • Active attention to the development of coast-dependent industries; • New and sustainable coastal tourism; • Managing and promoting coastal recreation; • Celebrating the Dorset Coast through local support and raising awareness; • Building Dorset's influence in national and European decision taking; and • Supporting and strengthening local management arrangements for the Dorset Coast.	
Dorset Local Transport Plan (2006)	Sets out a five strategy to improve the local transport network with an emphasis on reducing emissions and making services more accessible through promoting alternatives to car use, particularly where poor air quality exists.	The Dorset MSP should work with local councils and inter alia to promote sustainable economic development for the region to increase local jobs and reduce traffic levels.
Weymouth & Portland Borough Council Adopted Local Plan (2005)	Provides a system of planning land development control, as set out in PPS12, up to 2011. The Plan targets housing, employment and retail strategies while identifying aims to protect the natural environment (Chapter 1 p. 4-6).	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
West Dorset District Council Local Plan (adopted 2006)	Provides a system of planning land development control, as set out in PPS12, up to 2016. The Plan deals with housing provision, economic development (rural diversification and tourism), supporting the vitality of service centres, avoiding development of greenfield sites, protecting environmental assets and promoting energy efficiency and renewable energy generation.	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the application of development consents.
Purbeck District Local Plan Final Edition (not formally adopted but is a material consideration in planning decisions)	The Purbeck District Local Plan: Final Edition sets out policies and proposals to guide development in Purbeck District up to 2011 and beyond. A key objective of the plan is *"To provide for needs for housing, jobs, leisure and services, and encourage*	The Dorset MSP should work with local authorities and provide an overview of the potential cumulative effects and conflicts between multiple plans on the MMA and the potential of the Dorset MSP to constrain the

	tourism enjoyment of Purbeck, in such a way as to support viable and sustainable communities, maintain a robust local economy and maintain the high environmental quality of the District".	application of development consents.