WHY ONE SIZE WON'T FIT ALL

MARINE SPATIAL PLANNING IN BELGIUM & DORSET

Key Messages from the C-SCOPE Project

c~scope
Combining Sea and Coastal Planning in Europe

CONTENTS

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With special thanks to our funding partners and all our coastal stakeholders.

INTRODUCTION 1

1.0 OVERVIEW

Combining Sea and Coastal Planning in Europe (C-SCOPE) is a European collaboration between the Dorset Coast Forum (DCF) and The Coordination Centre on Integrated Coastal Zone Management in Belgium, funded by the EU Interreg IV A 'Two Seas' programme. Its main aim was to achieve an integrated approach to land and sea planning and management. Both partners focused on three elements which 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 Integrated Coastal Zone Management (ICZM) through stakeholder engagement.

This report summarises the project's processes and outputs focusing on key messages from the Marine Spatial Planning process and stakeholder participation, which can be applied at a European level.

1.1 WHAT IS MARINE SPATIAL PLANNING?

Recognition of the economic, social and environmental importance of marine areas has grown significantly in recent decades. This has led to more widespread development of Marine Spatial Planning (MSP)[1] as a means of addressing risks, seizing opportunities and managing potential conflicts which arise in the marine and coastal environment.

Marine Spatial Planning is a process which helps to deliver sustainable development and management of resources in the marine environment. UNESCO define it as a *"public process of analyzing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic, and social objectives that are usually specified through a political process[2]."* In this document, "coastal and marine planning" is also used to emphasize that marine planning should consider the land side of the coast.

Globally, MSP has taken a variety of forms, from early spatial plans which were designed to create and manage Marine Protected Areas, through multiple-use zoning schemes which have sought to allocate space for differing uses, to more recent attempts to apply an 'ecosystem approach' to the multiple-use of the marine environment.

1.2 THE INTERNATIONAL POLICY CONTEXT

Marine Spatial Planning is becoming an important vehicle for delivering a wide range of international policy objectives. Agreements made at the World Summit on Sustainable Development (Johannesburg, 2002) and the Convention on Biological Diversity place requirements for sustainable management of the marine ecosystems and good governance of the marine environment on all signatories.

1 There are several terms used internationally, including Marine Spatial Planning (UNESCO), Maritime Spatial Planning (EU) and Marine Planning (UK). In this document, they are used interchangeably, although some practitioners would argue that they have subtly different meanings.

2 http://www.unesco-ioc-marinesp.be/marine_spatial_planning_msp.

1.2
THE INTERNATIONAL POLICY CONTEXT
CONTINUED

In November 2006 UNESCO organised the first international workshop to exchange ideas and experiences on MSP. A technical report, Visions for a Sea Change[3], and a peer-reviewed special issue of Marine Policy on MSP[4] , presented the results from the workshop. In May 2009, a guide for MSP was published: the "Step-by-Step Approach for Marine Spatial Planning toward Ecosystem-based Management"[5].

At a European level there are several important commitments which MSP can help to fulfil, including the OSPAR Convention's Biodiversity Strategy (1992), the EC biodiversity strategy (1998), the EU Habitats directive (Natura 2000 network) and the Marine Strategy Framework Directive (MFSD, 2008)[6]. The MFSD aims to achieve 'good environmental status' of EU marine waters by 2020 and to protect the resource base upon which marine-related economic and social activities depend.

In 2008, the European Commission adopted a roadmap for Maritime Spatial Planning entitled 'Achieving Common Principles in the EU'[7] . The roadmap identifies ten key principles (Table 1) for Maritime Spatial Planning, encompassing the ecosystem approach[8]. Through the publication of this document, the European Commission encouraged implementation of MSP at national and European levels and raised the debate on an approach within the EU.

TABLE 1
The ten 'EU Roadmap' key principles for Maritime Spatial Planning

1	Using MSP according to area and type of activity
2	Defining objectives to guide MSP
3	Developing MSP in a transparent manner
4	Stakeholder participation
5	Coordination within Member States — Simplifying decision processes
6	Ensuring the legal effect of national MSP
7	Cross-border cooperation and consultation
8	Incorporating monitoring and evaluation in the planning process
9	Achieving coherence between terrestrial and maritime spatial planning
10	A strong data and knowledge base

3 Ehler, C.; Douvere, F. (2007). Visions for a Sea Change: Report of the First International Workshop on Marine Spatial Planning. Intergovernmental Oceanographic Commission and Man and the Biosphere Programme. IOC Manuals and Guides, 48(IOCAM Dossier 4). UNESCO: Paris. 83 pp.

4 Douvere, F. et al. (Ed.) (2008). The role of marine spatial planning in implementing ecosystem-based, sea use management. Marine Policy, 32 (Spec. Issue 5).

5 Dahl, R.; Ehler, C.; Douvere, F. (2009). Marine Spatial Planning, A Step-by-Step Approach toward Ecosystem-based Management. IOC Manuals and Guides, 53. Intergovernmental Oceanographic Commission of UNESCO: Paris. 99 pp., details.

6 DIRECTIVE 2008/56/EC of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive).

7 Roadmap for Maritime Spatial Planning: Achieving Common Principles in the EU, COM(2008) 791 final.

8 The Convention on Biological Diversity (CBD) describes an Ecosystem Approach as "a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way".

COASTAL AND MARINE GOVERNANCE 2

2.0
OVERVIEW

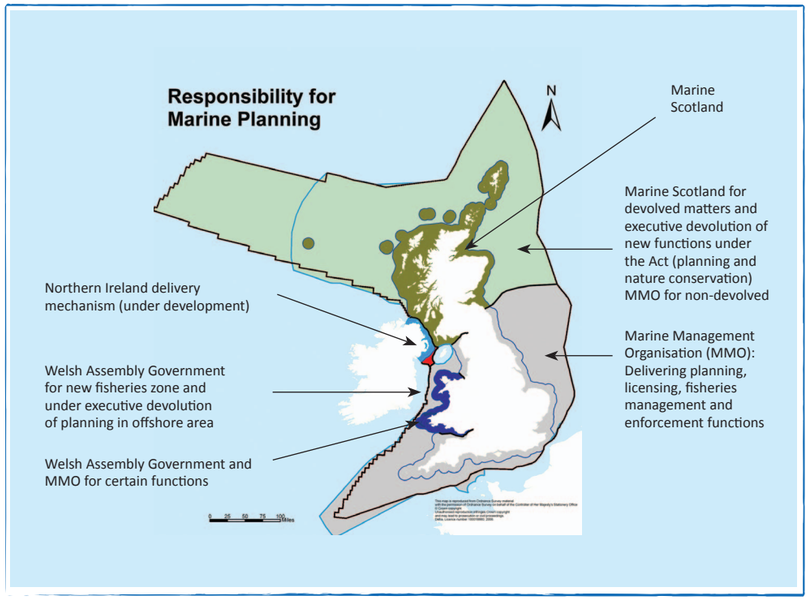
Governance defines the values, goals, policies, laws and institutions by which societal issues are addressed, and creates the context within which management occurs. An EU report[9] on the legal aspects of MSP states that *"while the governance structure of a country does not necessarily assist or hamper the development of MSP, the type of governance structure is likely to affect the type of MSP that emerges."*

2.1
POLITICAL AND LEGAL

Both Belgium and the UK have complex political governance structures. The UK has three devolved administrations (Scottish Government, Welsh Government and the Northern Ireland Executive) which maintain jurisdiction of their territorial seas for certain management functions. Beyond this, to the limits of the EEZ, the UK Government has jurisdiction for non-devolved matters[10] (Figure 1).

FIGURE 1
How the Marine and Coastal Access Act is applied to management of UK waters. Source: Defra

Please note that this map doesn't show the changes to the Welsh Offshore boundary and doesn't accurately show the Scottish Offshore boundary past Rockall.



In Belgium there are four levels of government (federal, regional, provincial and local) with a division of responsibilities. The province of West Flanders contains 64 municipalities, of which ten are coastal municipalities and nine are hinterland municipalities. The province is the intermediate government level between the municipalities and the region. The authority of the Flemish region extends to the low water line but Flanders also has jurisdiction over some activities at sea, such as dredging, commercial offshore fishing, piloting, vessel traffic service, sea rescues and the removal of wrecks. Inland, it has responsibility for the shore, dunes and internal waterways including ports.

9 Legal Aspects of Maritime Spatial Planning Framework. Service Contract, No. FISH/2006/09 – LOT2.

10 For full responsibilities see: http://www.marinemanagement.org.uk/about/where.htm.

2.1
POLITICAL AND LEGAL
CONTINUED

The Belgian federal government's authority includes the Belgian territorial sea, EEZ (Exclusive Economic Zone) and Continental Shelf. The federal government holds authority over the marine environment, shipping, sand and gravel extraction and military activities. In the UK, the single most important driver for marine planning has been the Marine and Coastal Access Act (2009). The Act makes provision for the establishment of the Marine Management Organisation (MMO), a cross-government delivery partner whose responsibilities include fisheries management, marine conservation, marine planning and licensing. It also sets out the Government's overarching intentions regarding the 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.

The Act legislates for the production of a Marine Policy Statement (MPS), which was published in March 2011. It sets 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 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 Marine Environment Act (1999) in Belgium is a "Law Protecting the Marine Environment in Sea Areas under Belgian Jurisdiction" and introduced the ecosystem approach and precautionary principle. The law imposes a permit requirement for structural, industrial, commercial and publicity activities.

In 2003 Belgium appointed a North Sea Minister who took overall responsibility for implementing the Act through the marine planning process, and presented the resulting North Sea Master Plan in 2005. This Plan was one of the first in Europe and identified zones for wind energy, sand and gravel extraction and Natura 2000 sites. The Government worked with selected stakeholders to find a compromise in which each sector was given adequate space. However, the Plan is generally reactive to sectoral needs, is static, and not forward looking. There have been no revisions since the Plan was launched in 2005.

In addition to the Belgian North Sea Master Plan, there are a suite of coastal plans and strategies including the Master plan for Coastal Safety which sets out measures to protect the coast from sea level rise and storm tides, the Dune Decree which is in place to protect valuable inland dunes, and strategic policy plans which address coastal tourism and recreation. Within Belgium there are also spatial implementation plans specifically for the coastline and its hinterland.

Between 2005 and 2011, marine planning was largely stalled in Belgium due to the political climate. Elections during this time culminated in a period of 541 days without a Federal Government; a coalition Government was finally formed in December 2011 and a new North Sea minister appointed shortly after.

In England, the Marine Management Organisation is tasked to deliver marine planning. The process commenced in April 2011, and the inshore and offshore waters have been split into eleven plan areas, with an aim to deliver two plans every two years. The East Inshore and East Offshore areas were selected as the first areas for marine planning and the process officially began on 1st April 2011. The next two marine plan areas to be planned have yet to be selected by the MMO.


1

2.2
SOCIAL

It is now widely accepted that by involving stakeholders in decision making and taking advantage of their knowledge and expertise, practitioners can improve the quality of decisions and ensure better acceptance of resulting policy. Stakeholder participation is therefore being increasingly embedded into international and national policy making.

The Aarhus Convention, adopted in 1998 and ratified by both the UK and Belgium, is a multilateral environmental agreement which focuses on three pillars of access to information, public participation and access to justice. It states that the public must be informed over all relevant projects and that it has to have the chance to participate during the decision-making and legislative process. Directives 2003/35/EC and 2003/4/EC transpose the Aarhus Convention into EU Community legislation, making public participation and stakeholder engagement a legislative requirement of policymaking. The EU's White Paper on European Governance[11] also includes participation as one of its five principles for good governance.

In both countries, the Aarhus convention is implemented and practiced through their respective Environmental Impact Assessment (EIA) and Strategic Environmental Assessment (SEA) legislations. In Belgium however, there is little additional effort to implement participation beyond the legal requirements and partnership organisations such as the Dorset Coast Forum which promote participation do not exist.

FOR MORE INFORMATION AND RESULTS FROM THE PROJECT VISIT: WWW.CSCOPE.EU

One of the barriers to participation is the complex Government structure outlined in section 2.1, which gives rise to parallel processes and overload of public participation. Equally as significant, Belgian politicians do not have a public participation tradition; it is often considered as time-consuming and in most cases only mandatory procedures are followed. It is acknowledged that the public should be involved, but the degree of this involvement tends to take a more "informing" role than real participation. Additionally, politicians stress the need to maintain political power and responsibilities, which reflects the representative democracy system in Belgium.

However, as a result of difficulties within the planning and design processes of major infrastructure works, the Flemish government has made significant and increasing progress towards public participation in policymaking over the last five years. This is evident most recently in the drafting of the Coastal Defence Master Plan of 2011,where a participation strategy including public consultation, exhibitions, and information evenings was an integral part of the process. Due to the political impasse of 2010-2011, with only two and a half years to designate further windfarm zones under federal law, the new North Sea Minister has taken a pragmatic approach to public participation within the marine spatial planning process, and is looking to conduct a 'functional consultation' process. The strategy will be determined by the Minister, and other authorities will only be consulted through official procedures.

In the UK public participation is deeply embedded both politically and culturally. In addition to EIA and SEA legislation, participation principles are embedded in the Local Government Act 2000, and the Environmental Information Regulations 2004. Local Authorities are also audited on compliance on publication participation.

11 Commission of European Communities; European Governance, a White Paper (2001).

2.2
SOCIAL
CONTINUED

The Marine Conservation Zone (MCZ) project is the most ambitious participatory process to have taken place in the UK so far. Between them, the four regional MCZ Projects conducted over 2,500 interviews with stakeholders, and over a million individuals' interests were represented. The Marine and Coastal Access Act (2009) set out a requirement for consultation before MCZs can be designated and, for marine planning, a statutory requirement for public participation. For each marine plan area, a Statement of Public Participation must be prepared, setting out how and when the Marine Management Organisation will engage with stakeholders and the public. Such statements of public participation do not exist in Belgium.

2.3
ORGANISATIONAL

Although operating at different legislative and geographical scales (Table 2), both DCF and the Belgian ICZM Coordination Centre have very similar aims. In Belgium, the main aim is to *"stimulate and promote sustainable and integrated management of the coast"* whilst that of DCF is to *"promote a sustainable approach to the management, use and development of the coastal zone."* Both organisations recognise the important role that stakeholder and public participation play in ICZM and marine planning.

TABLE 2
Comparison of DCF and Belgium ICZM Coordination Centre Governance

DORSET COAST FORUM	BELGIUM ICZM COORDINATION CENTRE
Strategic coastal partnership	Collaboration between main coastal administrations on different policy levels; strong regional and national governmental remit
Established 1995	Established 2001
No executive powers	No executive powers
Covers 142km of coastline (excluding Poole Harbour, a further 143km) out to 12nm	Covers 65km of coastline, adapt the seaward limit to the issue tackled
Two full-time staff plus ad-hoc project staff	Four full-time staff plus ad-hoc project staff
260 member organisations, free membership	No membership possible
Biannual forum meetings	Annual forum meeting

The ICZM Coordination Centre was established in 2001 to act as a coordinating body on coastal matters between the province of West Flanders, the Flemish and Federal governments. A core team is employed to run the Coordination Centre on a day-to-day basis, and an executive committee, made up of representatives from the partners who rotate as Chair, guide their work. Like DCF it has no executive powers, which remain within the competent authorities. The Coordination Centre is not a membership organisation as this does not sit within its governance structure but, in order to enhance stakeholder participation and as part of the C-SCOPE project, an annual Coastal Forum was established in 2009. This Forum is currently more focussed on public information and involvement rather than full participation; it provides a platform where stakeholders can interact with each other, politicians and administrations as well as express their concerns or discuss priority themes for the coast. Attendance has increased annually, but while there has been good representation from politicians and authorities, private and civil society stakeholders have not always been sufficiently represented; this is an issue the Coordination Centre hopes to improve in the future.

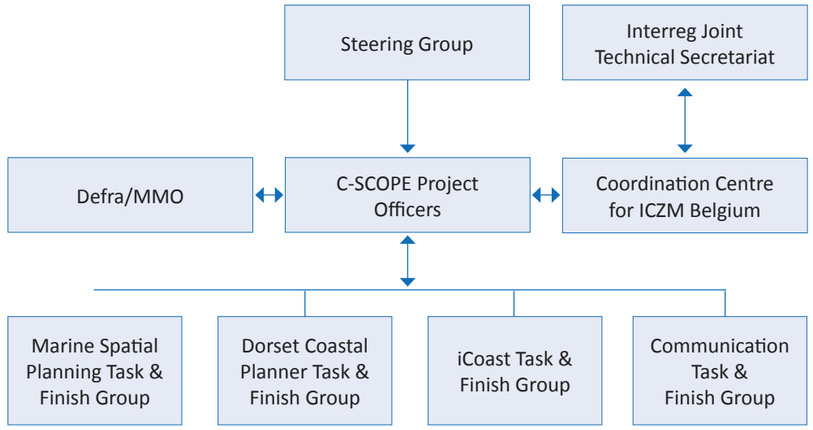
2.3
ORGANISATIONAL
CONTINUED

DCF is a strategic coastal partnership established in 1995 to address the long-term, broadscale issues facing the Dorset coast and its inshore waters. A core team is employed to run the Forum on a day-to-day basis and a steering group made up of representatives from the membership, with an independent Chair, guide their work.

It has over 260 member organisations from the private, voluntary and public sectors. Its membership has wide-ranging expertise, local knowledge and a deep understanding of Dorset's coast and its inshore waters. The Forum has no executive powers, its members have no voting rights and as far as possible it operates on an 'equal partners' basis. DCF also plays a key role in disseminating information to its members, including a monthly e-newsletter containing details of government, and other, consultations.

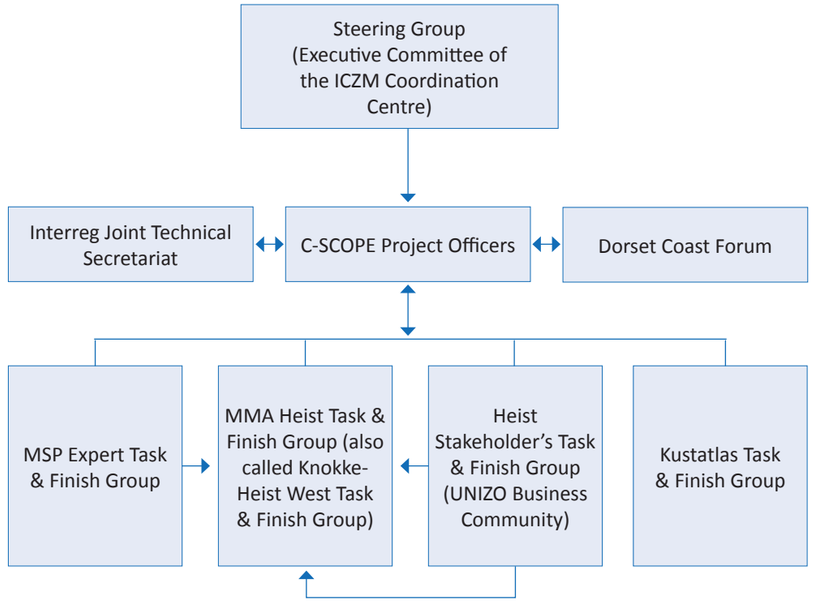
Both partners employed full-time C-SCOPE project officers, who worked with stakeholder groups and professional consultants to deliver the project outcomes. In Dorset a Steering Group was established in early 2008 to help develop the project. This Group met on a quarterly basis, providing strategic advice to project officers. Four voluntary Task and Finish Groups (T&F) (Figure 2) were set up from the DCF membership to help deliver key aspects of the project, each with its own Terms of Reference and Chair.

FIGURE 2
Dorset project structure



The Steering Group for Belgium was made up of the executive committee of the Coordination Centre, in which all funding partners are represented. Like Dorset, this group met on a quarterly basis. Several T&F Groups were established after consultation with principal stakeholders to help deliver the new Kustatlas, a vision for the Heist MMA and to drive MSP forward in Belgium (Figure 3). An early result of collaboration saw the Belgian partners adopting Dorset's approach of establishing Terms of Reference for each Group, ensuring roles and expectations were clearly identified from the start.

FIGURE 3
Belgian project structure



Stakeholder participation is examined in more detail in section 5.

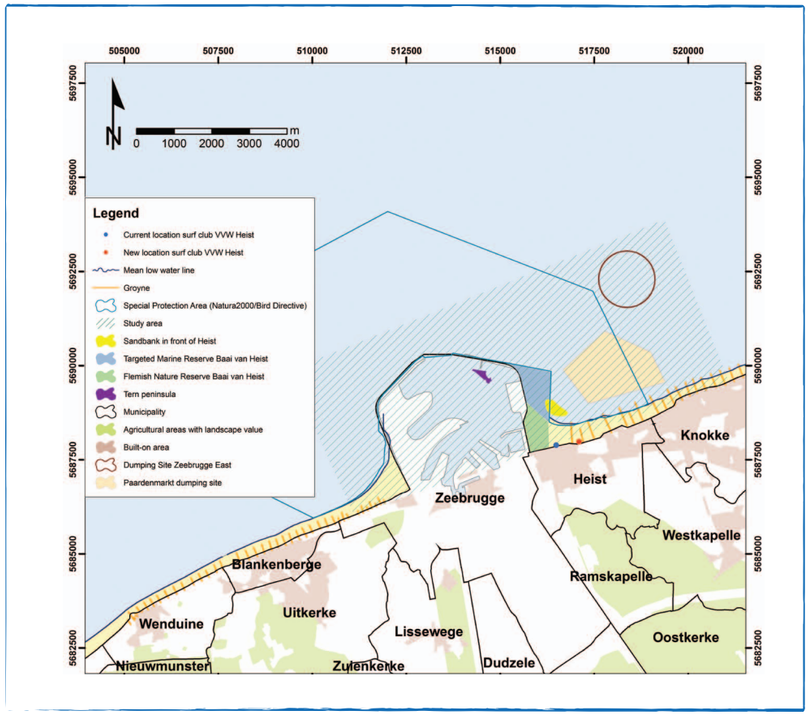
COASTAL AND MARINE PLAN CONTEXT

3

Scale and resolution are critical factors in all aspects of marine planning, including data gathering, devising appropriate stakeholder participation methods, spatial analysis, and even dictating the form the final marine plan takes. One of C-SCOPE's key objectives was to *'produce a framework for integrating terrestrial and marine planning by developing marine plans at different spatial scales'*. Each partner selected a Marine Management Area at different scales which represented a range of habitats, activities and potential conflicts to act as a pilot study.

Belgium's EEZ covers 3457km² and within this area there is much competition for space between the aggregate, renewable energy, shipping and industrial sectors. Its 65 km of coastline is highly developed for residential and tourist accommodation and space is scarce. The Bay of Heist is unique on the coast of Belgium because of the presence of a beach nature reserve right next to the eastern dam of the harbour of Zeebrugge and the challenges to accommodate tourism and economic activities close by. The Belgian partners chose an area covering 47km² within the Bay, between the West side of the Port of Zeebrugge and the beach of Duinbergen (Figure 4).

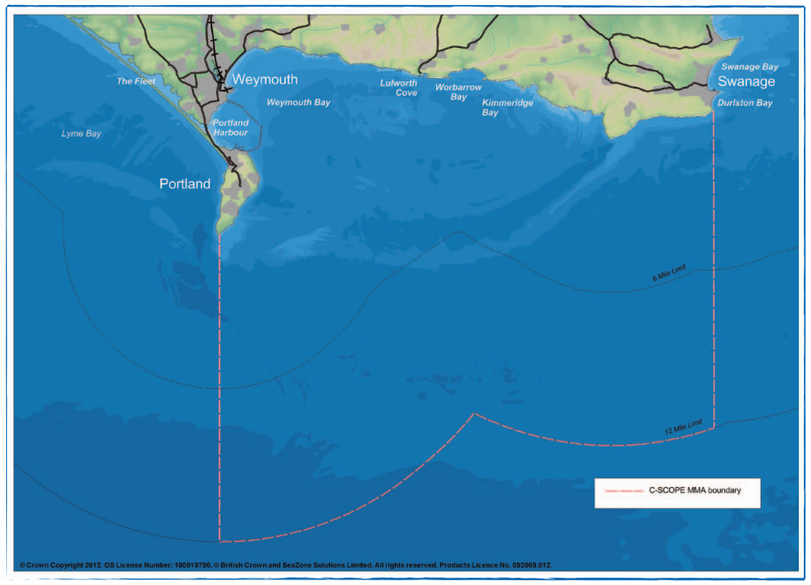
FIGURE 4
Knokke-Heist MMA



The area has a strong coastal economy focused on tourism and shipping, terrestrial and marine reserves including a European SPA, and the active communities of Zeebrugge and Knokke-Heist. Within this small area there are some major challenges and conflicts, largely created by a sandbank which has been growing since 2006. This sandbank will eventually result in a much wider beach which has created great concerns within the municipality of Knokke-Heist and the tourist sectors which fear it will have a negative effect on recreation. At the start of the C-SCOPE project it was already having a serious impact on the aquatic sports club VVW Heist, which was under pressure to move eastwards[12] not only from the sandbank, but also because of its proximity to the European SPA.

In contrast, the UK's EEZ covers 773,676km^2 with 17,820km of coastline (mainland only). Although there is increasing pressure on the marine environment and areas of dense industry and population exist at the coast, large areas remain undeveloped. The Dorset MMA was chosen to reflect this, and includes the urban and industrial areas of Weymouth and Portland including the Port as well as the rural Purbeck coastline. Covering 953km^2, it stretches from Portland Bill in the East to Durlston Head in the West. Its seaward extent is the 12 nautical mile territorial seas limit (Figure 5). The Fleet, whilst outside the boundary, was included in all decision making as it is connected to the waters of Portland Harbour, through which the tide ebbs and flows. The inland limit was undefined to ensure all relevant data and issues were included in the marine plan.

FIGURE 5
Dorset MMA



There is currently relatively low pressure on the marine environment within the Dorset MMA; little dredging activity, no aggregate resources, no major shipping lanes, and no cabling or pipelines. An area identified by The Crown Estate as suitable for offshore wind will now be developed outside the MMA, and the tidal-energy resource south of Portland Bill is unlikely to be developed within the next ten years. The majority of the fishing fleet is 10m and under, which mainly uses lower-impact static-gear. It is however an area of high terrestrial and marine biodiversity and contains numerous environmental designations including pSAC, rMCZ, SSSI SPA and RAMSAR sites. As in Belgium, recreation is an important activity in the area.

12 This move did take place during the C-SCOPE project timescale.

Although the project set out to test marine plans at different scales, the type of marine plan which emerged was also influenced by national governance. The Belgian partner chose to focus on a small but complex area of coastline which required practical solutions to a single issue focused on the land-sea interface; the growth of the offshore sandbank, and its effects on the local economy. In line with regional spatial implementation plans, the main aim was to establish a spatial vision for the future use and development of the beach and the marine area. The political situation also prompted the decision to establish an expert group to drive the marine planning agenda forward in Belgium.

In Dorset the C-SCOPE project was initiated before the Marine and Coastal Access Bill had been given royal assent, although it was clear that marine planning would focus on sustainable marine development. At this time an offshore wind development within the MMA was also a strong possibility and the global economic downturn had started to have an impact in Dorset which consequently reinforced the decision to develop a marine plan for sustainable development.

TABLE 3
Dorset and Belgium coastal and marine plan context within C-SCOPE

DORSET	BELGIUM
UK EEZ covers 773,676km^2 with 17,820km of coastline. Competition for marine space exists in some areas and is increasing, but still many undeveloped areas at sea and on the coast	Belgian EEZ covers 3457km^2, with 65km of coastline. Intense competition for marine resources and land space which is *scarce*
Marine plan for sustainable development	Spatial vision for coastal development at Knokke-Heist focused on single issue (sandbank)
Undefined inland boundary, seaward area out to 12nm covering 953 km^2	Coastal land (beach) and adjacent marine area, covering about 47 km^2
Largely rural coastline, one major town	Densely built up urban area
Relatively low pressure on marine environment – no aggregates, major shipping lanes, pipelines, cables, offshore wind	Intense use within the land/sea interface, presence of major port and shipping lanes, altered sedimentation leading to sand-bank and consequent conflict between nature reserve and water sports club
Tourism/recreation major sector	Tourism/recreation and harbour major sectors
Served as an unofficial pilot for national marine planning	Vision for Knokke-Heist being considered by Flemish Government. Expert group acted to assess state of MSP in Belgium and influence federal government via a position paper on MSP in Belgium[13]

13 "Maritime Spatial Planning (MSP) in Belgium: Analysis of the period 2000-2011" and "The North Sea in Belgium High time to live up to the opportunities" respectively.

KEY MESSAGES

I) SCALE AND CONTEXT ARE CRITICAL

A marine plan must take into account the context of its setting (size, density and character of the maritime uses, environmental vulnerability, administrative and political structure)[14]. The scale of a marine plan is therefore critical and will influence which data is gathered and the resolution of those data; it will determine objective setting, the final marine plan form, appropriate stakeholder participation methods, and the type of spatial analysis conducted. The scale of the Belgian MMA enabled detailed analysis and the involvement of all stakeholders, leading to a vision for the area which included re-location of the surf club and the creation of new recreational zones. In Dorset however, this level of detail could not be achieved through the marine plan, which focused on more high-level, sustainable development objectives. To address the scale of different activities, the Dorset marine plan incorporated existing recreational beach plans into its policy and GIS tool. In line with existing terrestrial planning systems, the creation of nested plans at different scales should be considered when planning at a national level.

II) BOUNDARIES ARE NECESSARY TO DEFINE THE MARINE PLAN AREA, BUT SHOULD NOT BE RIGID

Boundaries are necessary to define the marine planning area and focus planning activity. However, this can be a challenging task; at what point does the land stop influencing the marine environment and conversely, how far inland do marine activities have an influence? Both partners took a pragmatic approach to defining boundaries, taking the view that these influences will vary both spatially and temporally. Drawing lines at sea is particularly difficult as unlike on land there are few natural barriers to movement of water, sediments and species. Political boundaries may make planning simpler logistically, but taking an ecosystem approach will not fit within these boundaries. In Dorset the seaward boundaries were accepted on the understanding that they were not fixed and that the Marine Plan would be rolled out either side of the MMA. In Belgium the MMA was defined around the growing sandbank within the Bay of Heist, but focusing on a limited area risked losing the wider context. Within the case study, the focus was therefore broader and all other sectors within the area were taken into consideration.

14 Communication (2010) 771 Maritime spatial planning in the EU- achievements and future developments – communication from the commission.

THE MARINE PLANNING PROCESS 4

4.0 OVERVIEW

Marine planning is a rapidly evolving discipline. Within Europe attempts are being made to apply an ecosystem approach to the multiple-use of the marine environment, and new processes and methods are beginning to emerge. However, to achieve a true ecosystem approach many challenges remain and methods will continue to evolve. The C-SCOPE project enabled both partners to explore and adapt existing methods and, in many instances, to pioneer new ones. A summary and timeline of the marine planning process for both partners can be found in section 4.6.

Both partners had existing examples to draw on from their respective countries. The Belgium Gaufre project[15] brought together a wealth of scientific, social and economic data and created a set of alternative visions for the Belgian North Sea, whilst the Defra-funded Irish Sea Pilot project[16] tested the feasibility of marine planning in the UK. The Dorset partners also found the Scottish Government's SSMEI projects[17] to be of great use. Another influence on methods was the 2009 UNESCO Step-by-Step guide, which sets out a practical approach to marine planning.

KEY MESSAGE

However, it was clear early in the process that whilst these generic principles can be applied, the methods used must be specific to the type of planned or existing activities and their impact on the environment, as well as the governance regime and aims of the marine plan.

4.1 VISION AND OBJECTIVE SETTING

A marine plan should include a vision and clearly defined objectives. The objectives allow for arbitration in the case of conflicting sectoral interests and provide a basis for policy development.

An existing broad vision for the coast sits within the Dorset Coast Strategy, and it was decided early on in the planning process that this vision should be shared with the marine plan. Objectives for the Marine Plan needed to sit within the framework of the High Level Marine Objectives set nationally, yet take into account and reflect local priorities. The 22 High Level Marine Objectives were analysed by the Dorset MSP Task & Finish Group and a set of eight cross-cutting objectives drawn up that better reflected the local situation.

Sectoral objectives were not considered, as it was felt that a cross-cutting approach would still enable sectoral policies to be developed but also lead to more sustainable outcomes.

Within Belgium, the key objective was to find an answer to the changing context within the Heist Marine Management Area (MMA) and the growing sand bank, and to secure the future of a lively and pleasant Heist for inhabitants, recreational users and tourists. This objective would lead to the development of a short, medium and long term vision for the Bay of Heist.

15 http://www.vliz.be/projects/gaufre/index.php?lang=nl.

16 http://jncc.defra.gov.uk/default.aspx?page=1541.

17 http://www.scotland.gov.uk/Topics/Environment/Wildlife-Habitats/protectedareas/SSMEI.

KEY MESSAGE

OBJECTIVE SETTING TAKES TIME, BUT IS CRITICAL TO SUCCESS

Clear, transparent objectives, which are endorsed by its stakeholders, are an essential building block for a marine plan. The C-SCOPE Marine Plans were stakeholder led, but it is not possible to write objectives by committee. If following a similar approach, marine planners will need to present a first draft to stakeholders to give them a tangible starting point. The project partners believe that objective setting should be an iterative process and in Dorset this took nine months to complete, as each revision was discussed and amended by the MSP Task & Finish Group. Objectives can be sectoral, cross-cutting or a mixture of both, but should ultimately help to deliver the stated aims. In Dorset the cross-sectoral approach fitted with stakeholder's aims to have a flexible marine plan that was not too prescriptive and which ultimately led to sustainable development in the area. At smaller scales, objectives can become more specific as issues become more tangible, which is clearly demonstrated in Belgium. Objectives for the Heist MMA, were sectoral as stakeholders wanted to ensure their particular needs were considered. However, having a common overall aim helped stakeholders to understand that cross-sectoral considerations would have to be made.

4.2 EVIDENCE BASE

A robust evidence base is an essential foundation for marine planning, and in Belgium and Dorset a number of studies were either commissioned, or undertaken by the project teams:

DATA

Collection and collation of existing data was one of the first tasks for both partners. PlanWeb in Dorset already contained many marine datasets, but it was decided to use this as a guide to begin the data gathering exercise again, thus ensuring data was current and fit for purpose. This was a long process, taking nine months to complete. Data were compared to existing national sets and gap analysis conducted. All spatial data are held on a MapInfo Geographic Information System (GIS), which formed the basis for the Dorset Coastal Planning tool. A confidence assessment was conducted on data used within the Plan, and the best available data were used. However, data given a low confidence rating were treated with due caution in decision making.

In Belgium, a large number of national and regional marine and coastal data are available through dedicated marine research programmes and the monitoring of coastal parameters. The Belgian partners therefore focused on updating existing data, collecting information at a lower scale and teasing out coastal information from regional databases. New studies to gain information on the socio-economics of the MMA and the mechanics of the sandbank were also commissioned.

BASELINE INVENTORIES

Another early task for both partners was to establish a baseline inventory of their MMAs, including a general description of the area, natural and morphological characteristics and current uses. The Belgian partners also included an analysis of the current conflicts and threats and future visions of key stakeholders, conducting detailed interviews with all stakeholders. In Dorset eighteen in-depth sectoral topic papers were produced, plus a separate forecasting document looked at both national and local sectoral trends and possible future developments which would need to be factored in to the marine plan. Climate change, and its potential effects on the marine environment, sectors and communities, was also addressed.

4.2 EVIDENCE BASE
CONTINUED

SOCIO-ECONOMIC STUDIES

It is anticipated that marine planning will play an important role in helping to stimulate economic regeneration in coastal towns and to improve the wellbeing of local populations. Socio-economic studies therefore played an important role for both partners. In Belgium this focused on an impact assessment of the sandbank on the Bay of Heist. Interviews were conducted with a range of beach users and inhabitants and focused on perceptions of the current situation, and people's aspirations for the future of the beach. Additionally, questionnaires were sent to small local enterprises to gather detailed economic information. The data gathered fed into a SWOT analysis of the Heist MMA which helped the project team and MSP T&F Group to balance the needs of local businesses and residents with the environment in the final vision.

The Dorset socio-economic study identified key issues which might be addressed through the marine plan and included information on population, housing and the local labour market, areas of deprivation, a profile of marine industries and an Economic Impact Assessment of these industries on the local economy. It proved to be a highly influential study and fed directly into many marine plan policies.

SPATIAL INTERACTIONS

It was also essential to understand the complex spatial interactions which take place between sectors in the coastal and marine waters. Dorset used a matrix to capture information on the nature, extent and intensity of these interactions as well as their temporal nature. Over fifty face-to-face interviews were recorded, and this narrative was as informative as the interactions themselves. Interactions were later mapped using GIS to highlight areas where competition for space is more intense and identify where there are opportunities to enhance current use. A simpler matrix was used to highlight coastal interactions within the Belgian MMA as part of the SWOT analysis for the baseline review study.

4.3 ADDITIONAL DORSET STUDIES

The Belgian partners were able to draw on existing data and evidence from previous research programmes, projects and government initiatives which included detailed information on the use of the sea and stakeholder interactions (Gaufre project), sea bed maps, wind energy potential, the behaviour of the sand bank in Heist and the economic value of the environment within the MMA. Further studies were therefore not necessary. However, in addition to the methods outlined in section 4.2, the scale and aim of Dorset's marine plan meant that further studies were needed to provide essential evidence:

i) To ensure integration with terrestrial planning as well as compliance and/or compatibility with existing marine Plans, Policies and Programmes (PPP) relevant documents were collated and reviewed.

ii) Over 800km^2 of multi-beam sonar survey in combination with video drop-down and grab sampling were conducted alongside sedimentary and oceanographic modelling to create a finescale seabed habitat map to EUNIS level 3 standards. These will help to inform all future planning decisions, ensuring developments are located in optimum locations and cause minimum damage to the marine environment.

4.3 ADDITIONAL DORSET STUDIES CONTINUED

iii) An offshore renewables capacity study was undertaken to gain an understanding of those areas within the Dorset marine environment that may be considered suitable for marine renewable energy development from wave, tidal stream and offshore wind technology groups. The study also reviewed current and emerging technologies and land-based infrastructure requirements.

iv) New methods, consistent with national guidance, were developed to produce a Landscape and Seascape Character Assessment for Dorset[18] which describes the character of coastal and marine environments, the key forces for change and how these might be managed in the future. The Assessment was used to produce detailed policy on appropriate development within the MMA, and will also serve as guidance for future planning decisions. The importance of this work was recently recognised in awards granted by the Landscape Institute and the South West Royal Town Planning Institute (RTPI).

KEY MESSAGES

I) DEVELOP A DATA FRAMEWORK BEFORE YOU BEGIN COLLECTION

Data collection is one of the first tasks in the marine planning process. The aims, scale and boundaries of the plan will determine the type and resolution of data it is necessary to collect; ideally these should all be determined before collection begins. In doing so, a framework can be established identifying the sectoral, environmental and baseline data requirements, which will enable a more efficient process. The Dorset partners made the mistake of applying a scattergun approach which led to unnecessary data being collected, taking additional time and resources.

II) GOOD DATA MANAGEMENT IS ESSENTIAL

Sourcing and managing data is a difficult issue for many marine planners. In both Dorset and Belgium it became clear that there is a lot of data available, but that they are generally held within the framework of scientific projects and programs. The information can be hard to find, and the data that are available are not always up to date. Additionally, data are sometimes incompatible with other data, and metadata can be inconsistent. The Medin[19] initiative in the UK is starting to address these issues, but some concerns remain, particularly over data maintenance. The Dorset metadata has over 130 external sources of data which need to be regularly updated and this can be both costly and labour-intense. In Belgium the Flanders Marine Institute VLIZ[20] holds and maintains a vast amount of national and international data sets, including recovery of all project generated data and knowledge. Furthermore, several governmental departments, scientific institutes and the Coordination Centre on ICZM monitor coastal indicators, which are also available through the Kustatlas.

18 Available at http://www.cscope.eu/en/results/marine-mgmt-plan/dorset.

19 http://www.oceannet.org/.

20 www.vliz.be.

III) DATA AND KNOWLEDGE GAPS STILL EXIST

Gathering data in the marine environment is difficult and costly, and consequently many gaps exist; habitat data is often patchy, of low resolution, and frequently modelled whilst migratory species data is often clustered around observation points. Research is beginning to focus on ecosystem goods and services, but more work is needed to deliver a truly integrated ecosystem approach to marine planning. Socio-economic data are plentiful, but in both countries it proved difficult to find them at an appropriate resolution, and also to separate marine and coastal components from the terrestrial data. This made it almost impossible to place a true value on marine industry and recreation. New collection methods are necessary to fully understand the value of the marine environment and to monitor the efficacy of marine plans in the future. Knowledge gaps also necessitate the use of 'best available data'. As yet there are no standard methods for the confidence assessment of marine data and no accepted rules in the use of stakeholder knowledge; is scientific data automatically better than stakeholder derived data? Stakeholder derived data was used in both Belgium and Dorset, and this proved to be a challenging dilemma. Dorset chose to allocate stakeholder derived data the lowest confidence score, but this did not result in any data being discarded.

IV) SENSITIVITY MAPPING HAS SIGNIFICANT LIMITATIONS

A main aim of marine planning is to ensure future development occurs in the most suitable location, avoiding sensitive seabed habitats wherever possible. Sensitivity mapping of the marine environment however has significant limitations, including confidence in habitat maps (visible differences between resolutions of data, and survey and modelled data) and confidence issues surrounding current sensitivity data. The Dorset partners had an aspiration to assess cumulative pressures of activities on the marine environment, but data limitations meant that this was not possible. With current technology and methods, even high resolution data in complex seabed areas cannot be given total confidence; boundaries between sensitive and non-sensitive biotopes being of particular concern. Ultimately, future developments will still require their own seabed surveys through the EIA process.

V) INTERACTIONS MATRICES ARE A BLUNT TOOL WITHOUT LOCAL KNOWLEDGE

Determining the nature, extent and intensity of sectoral interactions allows the marine planner to identify areas that might need spatial management and also highlights areas where the co-location of activities, such as offshore windfarms and mariculture, could occur. Matrices are a relatively blunt tool, and do not necessarily capture the nuances of a particular area; although it is very labour intensive, interviewing sectoral representatives and mapping the results will build up a more complete picture. However, as with any stakeholder derived data, care must be taken to avoid sectoral bias distorting the results.

VI) BEST PRACTICE IS THERE TO BE CHALLENGED

Marine planning is continuing to evolve rapidly. Practitioners are looking to earlier examples of marine planning for best practice and also to terrestrial planning systems to see how these might be applied to the marine environment. Marine planners should be open to new approaches and be prepared to question existing ones. For example, previous best practice in Seascape dated back to 2001, and involved a more visual approach to analysis. Challenged by consultants to take a different approach, the Dorset partners decided to adopt new methods which were based on terrestrial Landscape Character Assessment. The resulting award-winning report was an important piece of evidence for the marine plan, and has been a major influence on the new national guidelines for Seascape Character Assessment.

4.4
SPATIAL ANALYSIS

In the initial stages of the marine planning process, the Dorset project team explored a range of tools to support decision making[21]. Whilst there are a wide range of such tools available, it was felt that few addressed the specific needs of marine planning for sustainable development. Therefore, the project team adapted and developed a range of techniques and tools to enable them to interrogate the data and inform policy.

All data are held on a MapInfo Geographic Information System (GIS) which in itself allows for simple data analysis. To gain a greater understanding of the intensity and location of human activities within the MMA, an activity 'heat map' was produced. As might be expected, the results showed a concentration of activity in the coastal zone. However, these activities do not necessarily take place at the same time, or in the same three-dimensional space. Results from the interactions matrix were expressed spatially, and the resulting series of maps revealed that many activities which were apparently competing for space were actually 'neutral' interactions. When considered in combination with forecast activities in the MMA, plus existing spatial and temporal management measures, these findings reinforced the Task and Finish Group's decision that further measures were not necessary in the marine plan.

An analysis of future activities within the area revealed that, in addition to offshore renewables, shellfish mariculture is the most likely development to occur within the timescale of the Marine Plan. Constraints mapping was therefore conducted to identify the most appropriate areas for developers to target and these were incorporated into the policy framework.

In Belgium, the baseline inventory was a starting point for mapping the various uses of the beach and marine area. As in Dorset, it was found that sectoral plans already allocated much of the available space, but analysis showed that the existing coastal spatial plan had not taken account of the marine environment when it had assigned a new location for the VVW Heist water sports club to relieve conflicts between kite surfers and the nature reserve.

Modelling predicted that the sandbank, caused by sedimentary regime changes following the building of the Zeebrugge harbour dams, would lead to a 2 km wide beach by 2025, and it was essential that this was taken into account when developing a new vision for the MMA.

KEY MESSAGES

I) FORECASTING, PARTICULARLY AT A LOCAL SCALE, IS AN IMPRECISE TECHNIQUE

Marine plans are by their nature forward looking, and it is necessary to establish the resources which might be utilised in the future, and where this activity might take place. At a national scale some sectoral requirements such as aggregates and offshore renewables can be quantified but this becomes more difficult with 'softer' activities such as recreation, and even harder at a local scale. When planning it is important to remember that forecasting is imprecise and subject to economic fluctuations, unexpected global events, technology developments and political change. It is also one of the primary reasons that marine plans should be regularly reviewed.

21 Decision support tools considered include Marxan with Zones and Multi-criteria analysis.

II) SPATIAL ANALYSIS METHODS SHOULD BE ADAPTABLE

As with many aspects of marine planning, spatial analysis methods should be adapted to suit the individual marine plan area. Naturally there is much emphasis on the spatial elements of marine planning, but where there are few resources and little competition for space then setting spatial scenarios may not be possible or necessary. The Dorset MMA proved to have few current exploitable physical resources and existing activities were already spatially managed which ultimately steered the marine plan into a non-zoned, policy framework. Conversely, with intense competition for space within a very small area and differing opinions between conservationists and the tourism sector on the future of the area, spatial scenarios were the key delivery mechanism to enable a short, medium and long-term vision for the Knokke-Heist MMA.

III) CONSTRAINTS MAPPING SHOULD BE INTERPRETED WITH CARE

Sectoral marine planning has always relied on constraints mapping to identify practicable exploitable resources, such as wind and tidal energy, aggregates and mariculture. This approach was also adopted by the Dorset partners to help identify further offshore renewable resources and potential mariculture sites. Although this is carried out using sophisticated GIS tools the inputs, particularly hard and soft constraints contain a degree of subjectivity which, combined with the scale of the assessment and the end users interpretation, will affect whether a resource is considered feasible. In Dorset three different renewable assessments were available for the area, providing three different results. Great care should be taken in interpreting constraints mapping if it is then used to allocate space within the marine plan.

4.5
SUSTAINABILITY APPRAISAL

In developing a marine plan there are inevitably a number of potentially conflicting priorities. In Dorset it was felt that Sustainability Appraisal (SA) could perform a key role in ensuring full integration of environmental, social and economic objectives and providing a robust test of the plan-making process with an element of external challenge. The SA process was conducted by external consultants, but included a full-day workshop with the MSP Task & Finish Group to carry out the main appraisal.

Sustainability Appraisal 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'). Within this legislation, the Government decided to interpret the requirements more broadly, to include wider social and economic aspects; this process is Sustainability Appraisal. SA is a statutory requirement for national marine planning in England.

In addition to the SA, a full Habitats Regulations Assessment (HRA) was conducted alongside the development of the Marine Plan to ensure integration of the findings not only with the Plan but with the SA.

Whilst SEA is regularly used in Belgium, Sustainability Appraisal does not exist.

4.6
SUMMARY AND TIMELINE OF THE COASTAL AND MARINE PLANNING PROCESSES

TABLE 4
Dorset MMA

DATE	EVENT/MILESTONE
July 2008 – July 2009	Multi-beam sonar mapping and ground-truthing for seabed map
April 2009 – December 2009	Collection and collation of spatial data
August 2009	First Task & Finish Group meeting; vision scope and early objectives
September 2009	MSP and indicators conference
November 2009	Task & Finish Group meeting; reviewed HLMOs and existing marine plans
February 2010	Task & Finish Group meeting; reviewed draft objectives, workshop to identify currentissues, forces for change and opportunities
March 2010 – December 2010	Interactions matrix interviews
April 2010	Offshore Renewables Capacity Report
May 2010	Task & Finish Group meeting; discussed structure of marine plan and how objectives could be expressed spatially
September 2010	Land and Seascape Character Assessment and Socio-economic Reports
October 2010	Task & Finish Group meeting; reviewed first draft policy framework
November 2011	Socio-economic conference
December 2010 – February 2011	Community Roadshows
April 2011	Appointed Sustainability Appraisal consultants
May 2011	Task & Finish Group meeting; reviewed evidence base and high level Alternatives for Sustainability Appraisal
August 2011	Sustainability Appraisal Scoping Report
August 2011 – December 2011	Spatial and policy analysis, writing of final policy framework and marine plan
September 2011	Final seabed habitat maps and sensitivity mapping
October 2011	Sustainability Appraisal Workshop (Task & Finish Group)
December 2011 – March 2012	Draft Marine Plan Consultation
March 2012	T&F Group meeting; reviewed consultation responses
May 2012	Final Marine Plan
June 2012	End of Project Conference and reports


4

TABLE 5
Heist MMA

DATE	EVENT/MILESTONE
2006 & 2007	Preparatory track studies morphological evolution of sandbank
Sept 2008	Decision by Flemish government that Coordination Centre will lead the process for a long term vision for Knokke-Heist
Autumn/Winter 2009	Multidisciplinary seminar, consultation stakeholders
January 2010	T&F group for 'Knokke-Heist West' meets for first time
January – July 2010	Basic Analysis of Heist MMA: analysis of the area, actual conflicts, future scenarios
May 2010	Webpage launched within C-SCOPE website on Heist and its sandbank
July 2010	Distribution of information leaflet on the Bay of Heist
July 2010 – January 2011	Socio-economic analysis of Heist MMA
April 2011	Stakeholder workshop – defining a common future scenario on Heist MMA
April 2011 – June 2011	Developing long-term vision on Heist MMA, in close consultation with all stakeholders
Summer 2011	Process to confirm the long-term vision by all parties involved & end report
Autumn 2011	Presentation of end report to T&F Group 'Flemish Bays' (T&F group on Flemish level, embedded in the process 'Flemish Bays' of the Flemish Government, handling the future and coastal defence of the entire Belgian coast)
June 2012	End of Project Conference and reports

KEY MESSAGES

I) THE LAND/SEA INTERFACE REMAINS CHALLENGING

Achieving consistency between terrestrial planning and marine planning systems remains a challenge; agricultural and urban run-off, terrestrial landfall of offshore developments, landbased infrastructure to support ports, and coastal town regeneration all require coordination between marine and terrestrial planners to ensure coherence. But at present, marine planners are inheriting existing terrestrial plans which have given little thought to the marine environment. Governance in both countries makes coordination more difficult as planning regimes differ, and responsibilities lie at different authority levels.

In Belgium the municipalities felt removed from the process and didn't realise that decisions taken on marine and coastal issues could influence their policies at a municipality level. This was evident in the Heist MMA where planning permission for the VVW Heist water sports club was given without taking the developments at sea (growing sand bank) into account. Both partners found that as the project progressed terrestrial planners began to see the benefits of a more 'joined up' approach; education and dialogue were essential, and early engagement with terrestrial planners is highly recommended. In Belgium there is still a clear distinction between the two systems, but the gap between the different authorities involved has narrowed considerably.

KEY MESSAGES

The Dorset partners benefited from working within the environment directorate of the local authority which allowed close cooperation with terrestrial planners and other teams such as transport, minerals and waste, AONB and World Heritage. Ideally in the future marine and terrestrial plans would be synchronised so that they could be developed and reviewed at the same time (although this raises many jurisdictional issues) but through dialogue, and the meticulous collation and analysis of all relevant terrestrial plans it was possible to ensure marine plan policies were consistent with, and in some cases enhanced, them.

II) MARINE PLANS DON'T NECESSARILY HAVE TO BE 'ZONED'

Early marine planning focused on the creation of Marine Protected Areas and often involved the allocation of distinct zones with rules or polices attached. A classic example of this is the Great Barrier Reef Marine Park. Such zones provide clear information for end-users on what is and isn't possible within them. For marine industries, this clarity is important and allows them to plan future activities with more certainty. However, this type of plan requires strong justification and a robust evidence base, which is very often not available in temperate waters – sensitivity maps being a prime example. Zoning can also create sectoral tensions and offers less flexibility; this is ultimately why a zoning plan was rejected by the Dorset Task & Finish Group, despite zoning being a popular option at the start of the planning process. The Dorset marine plan consisted of multi-level policies, spatially expressed wherever possible and, most essentially, linked to a live GIS system. As marine planning for sustainable development evolves and knowledge of the marine environment improves, the project partners believe that dynamic zoning schemes, as successfully used in fisheries control, could offer a solution.

III) MARINE PLANS SHOULD BE LINKED TO INTERACTIVE MAPS

Transparency underpins accountability and legitimacy within marine planning, and it is important that all stages of the process must be understandable. Access to the information and data used in the planning process is essential to ensure this transparency. Both partners developed forms of coastal 'atlases' which provided access to data throughout the planning process. The Belgian Kustatlas provides users with the ability to turn data layers on and off as well as to download many datasets. The Dorset Marine Plan is designed to work interactively with Dorset Coastal Planner a GIS-based tool, and policies within the plan are electronically linked to the relevant pre-set maps which can then be fully interrogated by the user. In this way the tool compensates for any scale and resolution issues which cannot be addressed easily in a static plan. For example a policy may not allow anchoring in seagrass beds, but at a whole plan scale some of these beds might not be visible; zooming in to a specific area will reveal these sites. Linking with the GIS tool also allows the plan to be more adaptive to changing situations. The partners therefore believe that interactive maps should be an integral part of any marine plan.

IV) PREPARE FOR THE UNEXPECTED

It has already been established that there is no 'one size fits all' solution to coastal and marine planning. Whilst there are common elements, each marine plan area will require a different approach tailored to the local situation and scale and this will almost inevitably lead to unexpected consequences. The Belgian marine plan was delayed when the business sector were unhappy with the initial baseline inventory, claiming that it was too environmentally focused. This led to a new socio-economic study being commissioned which took a further eight months to complete. As the planning process progressed in Dorset, it also became clear that more elements were needed than had been factored into the initial proposals, including a socio-economic study, interactions matrix interviews and a Sustainability Appraisal; all of which took additional time and resources.

STAKEHOLDER PARTICIPATION WITHIN THE C-SCOPE PROJECT

5

5.1 MARINE SPATIAL PLANNING TASK AND FINISH GROUPS

For both partners, the Task and Finish Groups were the primary means of stakeholder participation. The scale (47km^2) and coastal nature of the Belgian MMA enabled project officers to target all key stakeholders. In Belgium participatory planning is still relatively new, and it was the first time stakeholders were seriously involved in the process.

In Dorset the larger number of stakeholders within the MMA meant that the T&F Group could never be fully representative and other means of engagement therefore had to be used. A mixture of facilitated meetings, symposiums and workshops, as well as regular email contact, was used by both partners to engage with their Task & Finish Groups.

The existing networks, relationships and trust established within the Forum over the past 17 years were essential to delivery of the project in Dorset. All DCF members were invited by email to join a group of their choice; groups were self-selecting and no stakeholder analysis was necessary.

However, there was some criticism that local businesses and industry were not adequately represented within the MSP T&F Group. This was a common theme for both partners, and is discussed in section 5.3.

There was a strong focus on the marine planning aspect of the project in Dorset, and this is reflected in both the size of the MSP T&F Group, and the frequency with which it met. Members and their role within the Dorset MMA can be seen as follows:

TABLE 6

Members of the Dorset Marine Spatial Planning Task & Finish Group

DORSET	ROLE
Natural England	NDPB[22] reporting to Defra, responsible for the natural environment, including the coast and sea
English Heritage	NDPB reporting to Defra, responsible for national heritage
Environment Agency	NDPB reporting to Defra, responsible for areas such as flood risk, coastal protection and water quality
Purbeck Heritage Committee	Partnership working to protect and enhance Purbeck Heritage
Dorset Area of Outstanding Natural Beauty (AONB) Team	Team responsible for conserving and enhancing the AONB protected landscape
Jurassic Coast World Heritage Team	Team responsible for managing the World Heritage Site
Dorset County Council Planning Department	Local authority responsible for public services, including county planning
Weymouth & Portland Borough Council	Local authority covering more local services
Purbeck District Council	Local authority covering more local services
C-Waves Diving Ltd	Scuba-diving company and charity teaching local school children to dive
Cefas	Applied marine science centre and NDPB reporting to Defra
University of Plymouth	Marine research university
Portland Harbour Authority Ltd	Private Port with statutory powers including the authority to make bye-laws
The Crown Estate	Manages property owned by the Crown, including almost all of the UK's seabed
Dorset Wildlife Trust	Conservation charity with over 25,000 members. Run the 'Living Seas' campaign
South Coast Fishermen's Council	Association providing a national voice and advice for fishermen on the South coast
Lulworth Estate	Private Landowner
National Trust	Major national charity owning over 700 miles of the UK coastline
Nautical Archaeology Society	Charity to further interest in underwater cultural heritage
DCF/C-SCOPE Project officers	Team responsible for delivery of the C-SCOPE project

The Group met a total of eight times over three years and was involved in every stage of Marine Plan development (Table 7). With the exception of the Sustainability Appraisal workshop meetings were led by the C-SCOPE team, but not formally facilitated; this was again possible because of the relationships and trust already existing within DCF.

Stakeholders from the Group were also engaged on a one-to-one basis where necessary; for instance several meetings were held with Portland Harbour Authority Ltd to ensure integration between its numerous Port plans and strategies and the C-SCOPE Marine Plan.

22 Non Departmental Government Body.

TABLE 7

Dorset Marine Spatial Planning Task & Finish Group meetings

DORSET	PURPOSE
August 2009	Discussed the vision, scope and early objectives of the marine plan
November 2009	Reviewed HLMOs[23] and world-wide marine plan examples
February 2010	Reviewed draft objectives and conducted a workshop to identify current issues, forces for change and opportunities
May 2010	Discussed structure of marine plan and how objectives could be expressed spatially
October 2010	Reviewed first draft of the policy framework
May 2011	Reviewed the evidence base and high level alternatives for Sustainability Appraisal
October 2011	Sustainability Appraisal Workshop
March 2012	Reviewed consultation responses

Initially two marine planning T&F Groups were established in Belgium. The Knokke-Heist West Task and Finish Group aimed to involve all stakeholders who dealt with the Heist MMA in their daily life or job (Table 8). Before the project began, a stakeholder analysis was conducted to identify who should be involved, and what role they should have in the Group. An interdisciplinary symposium on the Bay of Heist in November 2009 also helped the project team to get to know the different stakeholders and sectors within the Heist MMA.

Further stakeholder analysis was conducted in May 2010 as part of the base-line analysis of the Heist MMA. The different users and stakeholders were mapped, confirming all relevant stakeholders were present in the Group. However, an additional stakeholder group was set up on the initiative of UNIZO[24] to represent local Heist businesses. This Group was seen as an alliance to counterbalance more powerful and dominant stakeholders such as the municipality of Knokke-Heist, with one representative sitting on the main MMA Heist T&F Group.

23 Defra's High Level Marine Objectives.

24 Unie der Zelfstandige Ondernemingen, an organisation of independent businesses at the Flemish level.

TABLE 8

Members of the Belgian Heist MSP Task & Finish Group

BELGIUM	ROLE
Agency for Nature and Forest	Public authority for the Flemish region with responsibilities for nature management on land
Agency for Maritime Services and Coast	Public authority for the Flemish region with responsibilities for coastal defence
Federal Service for Environment at sea, Department Marine Environment	Public authority with responsibilities for nature protection and management at sea (below the low water line seawards)
Province of West-Flanders: Department Spatial Planning	Public authority with responsibilities on spatial planning for the province of West-Flanders
Westtoer (province), Tourism Flanders (region of Flanders)	Public bodies responsible for tourism policies
Municipality of Knokke-Heist	Public authority responsible for local policies
Aquatic sports club VVW Heist	Private sports club in Heist, organising sport events and training based on own initiative
MUMM (Management Unit of the North Sea Mathematical Models)	Scientific institute receiving public financing, doing scientific research and monitoring for the government
Flanders Hydraulics research centre	Centre of expertise which carries out scientific research on the effects of water dynamics, and the impact of human activity and nature on water systems and the consequences for navigation
University of Ghent	Giving advice on jurisdiction and legal issues
A representative of the UNIZO stakeholder Task & Finish Group	Representing the socio-economic stakeholders in Heist, such as hotels, building associations, restaurants, shops, etc.
Harbour of Zeebrugge	Autonomous company regulated by public law, the city of Bruges being the main shareholder. Strategic plans for the harbours are developed by the Flemish government
Coordination Centre for ICZM	Secretariat of the group and facilitator of the process

The Knokke-Heist West Task and Finish Group met a total of seven times during 2010 and 2011 with an aim to work as partners to share decision-making. These meetings were facilitated and managed by the Coordination Centre, being a neutral party unconnected to the issues. The T&F Group guided the work of external consultants conducting the additional socio-economic study of the Bay of Heist. They also developed short, mid and long term scenarios for the Heist MMA.

TABLE 9

MMA Heist Task & Finish Group meetings

DATE	PURPOSE
January 2010	Heist MMA T&F group (locally also referred to as 'Knokke-Heist West') meets for first time
Early June 2010	Discussed first inventory and basic analysis of the MMA
End June 2010	Presentation of results of bilateral interviews with stakeholders and discussion on need for an additional socio-economic study.
July 2010	Discussed content of the additional socio-economic study, the questions for the interviews and questionnaires.
July – December 2010	Interviews with local enterprises, questionnaire with tourists and inhabitants.
January 2011	Discussed results of socio-economic report and if this would influence the vision of the stakeholders.
April 2011	Stakeholder workshop on strategic choices for future scenarios for Heist.
April 2011 – June 2011	Developing long-term vision on Heist MMA.
Summer 2011	Process to confirm the long-term vision by all parties involved & end report.
Autumn 2011	Presentation of end report to T&F Group 'Flemish Bays' (T&F group on Flemish level, embedded in the process 'Flemish Bays' of the Flemish Government, handling the future and coastal defence of the entire Belgian coast).

A separate 'Strategic Marine Planning Group' was set up to drive forward the marine planning agenda in Belgium. Its main tasks were to produce recommendations on MSP in Belgium, and to provide advice to the Belgian C-SCOPE team and members of the Heist MMA T&F Group. This expert group were targeted based on their experience and ability to work towards an integrated rather than sectoral approach. There was a deliberate decision not to include any members of regional or federal authorities, as it was felt that their role or influence might be questioned. For the same reason, members attended meetings as individuals and not as representatives of their organisation.

This group produced a report on "Marine Spatial Planning in Belgium. Analysis of the period 2000-2011" and a position paper on MSP "Time to live up to the opportunities".

5.2 OTHER MSP PARTICIPATION METHODS

To widen their stakeholder engagement both partners used in-depth interviews. In Belgium, as part of the basic analysis and inventory study, interviews with key stakeholders of the Heist MMA were used to gather information on the conflicts and threats as well as the future vision for the area. Interviews were conducted on an individual basis, so stakeholders would be able to speak freely, and the collated results were presented to the group. Whilst stakeholders were able to be more candid, the disadvantage of this approach was that they were not able to hear other sectoral views in more detail.

Dorset completed a sectoral interactions matrix as part of the marine plan evidence base; this also enabled the project team to engage with sectors which didn't necessarily want to commit to T&F Group membership, but which still required their needs to be taken into account. Over 50 stakeholders were interviewed including regional or national bodies representing shipping, offshore renewables, ports, Ministry of Defence and mobile fishing. Over 120 DCF members were also involved in a consultation workshop for the Land and Seascape Character Assessment.

Community participation was also seen as essential to both partners' marine plans. In Dorset a series of six community road-shows were held throughout the marine plan area which allowed residents to share their vision for the Dorset coast and express how and where they use the coast. In total over 160 members of the public attended, drawn by the chance to 'fly through' an animation of the completed seabed map.

As the community of Knokke-Heist would in part be responsible for the final implementation of the vision for the area, they were also engaged early on in the process to obtain their trust and cooperation. A key method involved questionnaires and interviews for the socioeconomic impact assessment focused on the Heist sandbank. Participants included tourists and recreational users of the beach (298 face-to-face interviews during summer and autumn), local businesses (24 face-to-face interviews) and inhabitants and owners of second residences (588 responses to the on-line questionnaire). Meetings were also held, although the municipality tried to steer these, and sometimes showed a quite dominant attitude.

For wider public engagement, both Dorset and Belgium used a multi-media approach with leaflets, websites, radio interviews, stands at public events and news and magazine articles. Visual materials proved to be a key engagement mechanism with the general public for both partners, as they could help to explain sometimes quite complex issues in a more simple way.

5.3
COASTAL EXPLORER TASK & FINISH GROUPS

In addition to the MSP Task & Finish Groups, the partners used stakeholders to help deliver other aspects of the project. Both Dorset and Belgium developed 'Coastal Explorers' which required specialist knowledge within the T&F Groups to develop.

In Belgium the 'Kustatlas' is a map-based portal which provides a thematic and broad view of the marine and coastal environments. The Kustatlas had been a highly successful publication and website since 2005 in Belgium, and the Belgian partners used C-SCOPE as an opportunity to update the site and to include more interactive GIS capabilities. This was quite a technical challenge, and also required the collation of large amounts of new data. Stakeholders on the T&F Group therefore included federal, Flemish, and regional level administrations as well as scientific and educational organisations. These members were carefully recruited from existing Coordination Centre contacts, and this allowed the centre to draw up contracts for free data use with several organisations within the Group. In contrast, Dorset had to pay for base-line oceanographic data. Dorset produced two Coastal Explorers; iCoast, a map-based website which helps to promote sustainable marine and coastal recreation, and a GIS-based portal for professional planners and decision makers called Dorset Coastal Planning. Again, the T&F Groups for these websites were drawn from the DCF membership and met on an ad-hoc basis.

In both countries, these Groups were also used to test and feedback on the end products and to act as advocates for the websites; although in Dorset, the wider DCF membership also contributed significantly. Unlike the MSP Groups, where members had strong sectoral interests to represent, these Groups consisted of more specialist stakeholders. As a consequence, and particularly noticeable in Belgium, the atmosphere was more informal and discussions more lively and open.

TABLE 10
Summary of stakeholder participation in Dorset and Belgium

DORSET	BELGIUM
History of participation – nationally and within the forum	New concept – still in early days
Forum consists of members with equal voice	Forum is an annual conference format
Stakeholder analysis not necessary – ready made base within forum	Stakeholder analysis conducted for each group
T&F groups invited and self selecting	T&F Group invited to join following analysis
MSP – one group across all sectors	MSP WG split into 'stakeholder group' and main WG (mainly 'experts' and officials). Also separate 'expert' group to drive MSP forward in Belgium
No expenses paid to group members	No expenses paid to group members.
All T&F group members treated as equals at meetings - some given more attention than others to retain them in process	All T&F group members treated as equals, although power play involved. Stakeholder T&F Group to 'counterbalance' the more dominant stakeholders
DCF members comfortable to speak out and can be quite vocal	Belgium Coast Forum participants are less confident to speak out (no history of participation, feel speaking mind will be heldagainst them) Trying to build up to full and open debate
Consensus reached on marine plan policies	No common vision achieved; conservation vs tourism

KEY MESSAGES

One of the key lessons from this cross-border project is that governance systems, as set out in section two, and the scale of marine plans will largely dictate the stakeholder participation methods adopted, and also the outcomes of that participation. However, despite differences in governance systems, there are many common themes to be found throughout.

I) LEGAL STATUS MATTERS TO STAKEHOLDERS

The Dorset marine plan is non-statutory and two issues have arisen from this. One is that a major stakeholder, with both statutory responsibilities and significant financial interests in the Marine Management Area, considered withdrawing from the project as they believed marine planning should be left to the Marine Management Organisation. Although they remained actively engaged with the planning process, they would not endorse the Marine Plan. Secondly, project officers felt that some stakeholders did not engage with the project because they believed it would have no real influence on their activities or on formal procedures. Conversely, stakeholders in Belgium were aware from an early stage that the vision for the Heist MMA would be delivered to the Flemish Government for consideration in future statutory plans. This gave stakeholders more incentive to be involved in the process, which is reflected in UNIZO's decision to set up a second MSP stakeholder group to ensure their members' voices were heard.

II) BE CONCISE AND CONSISTENT WITH LANGUAGE

To develop a marine plan in a transparent way, it's important that stakeholders have a clear understanding of the different goals. Marine planning can be confusing to stakeholders and there is often misunderstanding or different interpretations of definitions, wording, or procedures. Words such as 'consider', 'reasonable', and 'effective' are all open to interpretation and must be clearly defined throughout the process and, most importantly, within resulting policies. This issue was raised by several respondents to the draft Dorset marine plan consultation.

III) BUILDING TRUST IS IMPORTANT, BUT TAKES TIME

Building trust and respect between marine planners and stakeholders, as well as between different stakeholder groups is an important part of the planning process. In Dorset this trust and respect has been built up over seventeen years through DCF, and led to a relaxed, open working relationship from the outset of the C-SCOPE project. Although there were some existing relationships, the Belgian MSP T&F Group members were bought together specifically for the project. As a result there was more suspicion and self-interest within the Group, which is reflected in an incident where one stakeholder 'leaked' the agreed vision for the Heist MMA to the press, despite the group agreeing not to. This understandably disrupted the delicate trust that had been built up, and created a setback in the project outcomes.

IV) ENGAGING INDUSTRY AND BUSINESS COMMUNITIES TAKES EFFORT

Both partners found it hard to engage industry and business communities, and in Dorset the lack of industry representation on the Task & Finish Group was criticised by some sectors. However, numerous attempts were made to engage. Generally, unless there was an existing relationship, they did not respond to email communication well but responded better to phone calls and face-to-face contact. The Belgian partners found it particularly difficult to get local businesses to take part in interviews for the socio-economic report, although this may partly have been due to a reluctance to disclose sensitive financial information. In both countries businesses needed to see the benefits of taking part in the planning process before they would commit time (and therefore money) to it. Indeed, once Belgian businesses realised that they would lose out by not being involved, they became proactive which resulted in the establishment of their own T&F Group. The non-statutory status of the Dorset marine plan may explain some reluctance to take part, but another reason may be because, unlike in Belgium, there is little spatial conflict or contested resources within the area.

V) INTERVIEWS ARE A VALUABLE TOOL FOR INFORMATION GATHERING, PARTICIPATION AND AWARENESS RAISING

Both partners used face-to-face interviews to capture more detailed information from stakeholders. Although this was the primary aim, the interviews also proved to be an invaluable participatory tool which helped to build new relationships, particularly within the business and industry communities. However conducting face-to-face interviews is very labour intensive and, depending on the scale of the marine plan, can be logistically complicated. If they are to take place, it is important to time-table interviews early-on into the planning process. For example it took three staff members over nine months to interview 55 people for the Dorset interactions matrix. In Belgium it was possible to interview many more people (a total of 298 face-to-face interviews were conducted with tourists and 24 with local businesses) due to the smaller scale of the MMA and because some interviewers were externally recruited.

VI) WORKING WITH THE 'RIGHT' STAKEHOLDERS IS IMPORTANT

To keep groups to a manageable size there were very few individual members within the T&F Groups. With the exception of the Belgian expert MSP Group, stakeholders represented an organisation, business or community. This commonly adopted approach relies on effective dissemination of information to other key members, and it is important that representatives are able to understand as well communicate the issues. Equally, one person or organisation can disrupt the planning process quite significantly; this may require extra time to deal with and should be factored into planning schedules. Whilst the Belgian partners conducted careful stakeholder analysis to ensure the 'right' people were involved, in Dorset group members were self-selecting which may have led to some problems in this area.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VII) STAKEHOLDERS ARE SELECTIVE

Marine planning takes time, and the Dorset partners found that attendance at meetings varied over the course of the project. Stakeholders tended to 'dip in and out' of participation according to their sectoral interests, time and how much an issue affected them. This was not the case in Belgium however, as stakeholders were highly concerned about the local situation. As is clear from the Belgian UNIZO T&F Group, stakeholders will always find a way to engage if they feel their livelihood is threatened. One stakeholder in Dorset said that they were not prioritising meetings because they were confident with the way the plan was progressing and trusted the team to 'get on with the job'. Fishermen in Dorset were found to attend more during the winter months when they were less able to fish.

VIII) REACHING CONSENSUS TAKES TIME AND IS NOT ALWAYS POSSIBLE

The goal for both partners was to reach stakeholder consensus on their respective marine plans; if this was achieved there was more chance that the plans would be accepted and implemented. However reaching consensus takes time and is not always possible. The Belgian partners did not succeed in reaching a real common future scenario for the Bay of Heist due to the very opposing aims of the environment and tourism stakeholders. Agreement was reached on some issues, but not all; the result was a short, medium and long-term vision which encompassed these opposing views and which everyone felt comfortable with. Two major conflicts remained, but these were clearly highlighted in the report which is being considered by the minister of public works. There is potential for future conflict should one vision be chosen over another, or parts are 'cherry-picked'. Consensus within the MSP T&F Group was apparently reached on the Dorset marine plan policies, and the Sustainability Workshop gave stakeholders a chance to talk through any potential issues. One stakeholder has remained uncomfortable with the non-statutory nature of the plan, which may cause problems in the future should it be adopted locally. One key message from both partners is to help stakeholders focus on the positive common elements, not the negative ones.

IX) PARTICIPATION IS ABOUT MORE THAN CONSENSUS

It is important to remember that stakeholder participation is not just about consensus. Marine planning is a process that requires specialist knowledge in many different fields, as well as local knowledge and data which might not be available at a national scale; yet most marine planners would be considered to be generalists. Stakeholders are therefore essential to help bridge some of these knowledge and skill gaps. Both Dorset and Belgium relied on input from government departments, scientific bodies, NGOs and local working people. Equally, the Coastal Explorers (Kustatlas, iCoast and Dorset Coastal Planning) needed technical experts, extensive local data and end-users to test the final products. As a result of stakeholder participation, improved communication between organisations can also lead to better collaborative working, which can produce better results at reduced costs. Without the knowledge, hard work and good-will of stakeholders, the outputs of both projects would have been less robust, and timescales longer.

IX) MEETINGS SHOULD BE MADE ACCESSIBLE TO ALL STAKEHOLDERS

Many stakeholders will find it difficult to attend meetings during conventional office hours, particularly those working at sea. Additionally, those that are giving up their own time and are not being paid to attend may not be able, or want, to travel a long way to meetings. It is therefore important to make meetings as geographically and temporally accessible as possible. Rotating the location of meetings can help to keep down travel distances and cost.

X) VISUAL MEDIA IS AN EFFECTIVE COMMUNICATION TOOL

Marine planning can be a complex, conceptual process which many professionals are still struggling with. Visual media proved an invaluable communication tool and cut across all sectors. In Belgium a visualisation of the growing sandbank at Knokke-Heist made it easy for the public to understand its influence on the beach and the issues resulting from it, whilst professional visualisations for the Heist MMA allowed T&F Group members to achieve a more common understanding. A simple visual 'build-up' of marine spatial data, pioneered by the Irish Sea Pilot project and used in Dorset, can show the need for marine planning even to non-experts. More technical, but equally effective, a 'fly-through' of the seabed data acted as an incentive for communities to attend marine planning road shows and helped them to gain a deeper understanding of their marine environment.

XI) THE MEDIA WILL ONLY BECOME INTERESTED IF THERE IS AN ISSUE THEY CAN FOCUS ON

In Dorset it was found to be quite difficult to excite the media about marine planning unless there was an issue they could focus on. Issues which directly impact on the environment, livelihoods or recreation, such as the sandbank in Knokke-Heist created easy media interest. However, whilst they can play an important role in disseminating information and encouraging stakeholders to participate in the planning process, the media can also misinterpret the complexity of the situation, or be exploited by one stakeholder to express their own views, creating problems where they didn't exist before. Care should therefore be taken not to use emotive issues just to create media interest.

XII) GOVERNMENT BODIES SHOULD AIM FOR BETTER COORDINATION

Both partners found that at a national level there is a tendency to operate and conduct participatory projects in isolation. Not only is this inefficient, creating extra costs for both policymakers and stakeholders, but it is also leading to stakeholder fatigue. The same people are being consulted repetitively and there is a real risk that certain sectors will not engage, particularly given the current economic climate.


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INFLUENCE ON REGIONAL, NATIONAL AND INTERNATIONAL MARINE PLANNING 6

The C-SCOPE project was part-funded by the Interreg 'Two Seas' Programme, part of the European Territorial Cooperation Objective of the Cohesion Policy for the period 2007-2013. It is a cross-border cooperation programme part-financed by the European Regional Development Fund (ERDF) and the participating countries are England, France, Belgium-Flanders and the Netherlands.

The Programme supports a wide variety of themes in relation to the sustainable development of the area including Economic Development, Environment and Quality of Life. C-SCOPE sits under Priority 4 which focuses on tackling shared maritime issues. By bringing together organisations from different countries in the Programme area, it enables them to work together to develop or solve shared cross-border issues which can then be shared nationally and within the wider EU community.

The time-span of the C-SCOPE project proved to be fortuitous in both countries, enabling the project partners to have a real influence on regional[25], national and international marine planning. The C-SCOPE teams in both countries regularly liaised with responsible bodies at a regional and national level.

With the Gaufre project and the 2005 North Sea Plan, Belgium had been leading practitioners of marine planning in Europe. However, due to the political situation outlined in section 2.1, marine planning had not really progressed since 2005. The Belgian partners therefore established the MSP Expert T&F Group within C-SCOPE to highlight the need for marine planning to both Flemish and Federal Governments.

There were two outputs from this Group; an analysis of previous MSP in the country and a position paper to drive it forward. *"Maritime Spatial Planning (MSP) in Belgium: Analysis of the period 2000-2011"* provides a summary of planning at both policy and project level. The report uses the ten steps for Marine Spatial Planning outlined in the UNESCO Step by Step Guide, to analyse the strengths and weaknesses of the 2005 North Sea Plan and other MSP initiatives in Belgium. The position paper emphasises the important steps that need to be tackled within Belgium, highlighting the challenges, processes and drivers within MSP, and also makes recommendations for the future. This paper was circulated to high level politicians and representatives of different authorities in 2011. With the appointment of a new Minister for the North Sea in late 2011, the position paper has been influential at the highest level and the Minister now involves the Coordination Centre on future strategies. The C-SCOPE expert group has also been retained by the Minister to provide independent advice. Additionally, the short, medium and long-term vision for the Knokke-Heist MMA has now been passed on to the Flemish Government for consideration in future plans for the area.

25 Belgium only, the UK abolished regional planning in 2010.

In the UK, the C-SCOPE project spanned a period of great change for national marine management; the passing of the Marine and Coastal Access Act 2009, the vesting of the Marine Management Organisation in April 2010 and the commencement of marine planning in April 2011. The project was part-funded by Defra, who were also members of the Steering Group. The MMO marine planning team initiated early contact and, over the last two years have drawn on the experience and lessons learnt from the project, along with other initiatives, in its own work. This has included visits to Dorset, inviting project officers to a number of meetings and workshops, and various email and telephone exchanges. Whilst it is for stakeholders and the project partners to judge the utility of the outputs for their local situation, the MMO considers that C-SCOPE has proved valuable in a wider context in informing the development of statutory marine planning – as would be expected from any good 'pilot' project. In addition to winning two awards, the Land and Seascape Character Assessment has gone on to inform national guidance on this subject, and the project officer was asked to sit on the advisory group for this work.

On a wider scale, there were also opportunities to share the outputs of the C-SCOPE project at other European funded projects including Cordiale, BLAST (Bringing Land and Sea Together, Interreg IV North Sea), SHAPE (Shaping an Holistic Approach to Protect the Adriatic Environment between Coast and Sea) and Suscod (Sustainable Coastal Development, Interreg IV North Sea). The project held several conferences and workshops (Table 11) with invited experts from Scotland, Germany, France, the Netherlands and Australia. Both project partners were invited to speak at major international conferences including ICAN, UNESCO Global Oceans, and the International Marine Spatial Planning Symposium; Sharing Practical Solutions (11th Annual Ronald C. Baird Sea Grant Science Symposium). Project officers also spoke at numerous national conferences and guest-lectured at several universities including Plymouth and Bournemouth.

TABLE 11
International Workshops and Conferences organised by C-SCOPE

DATE	TITLE
April 2009	C-SCOPE launch event, Ostend, Belgium
April 2009	GIS and coastal explorer workshop, Ostend, Belgium
September 2009	MSP and indicators conference, Isle of Portland, UK
November 2010	Socio-economics in the marine environment conference, Poole, UK
February 2011	'The road towards a marine spatial plan' workshop, Gent, Belgium
February 2012	Indicators workshop, Ostend, Belgium
June 2012	End of project conference, Poole, UK

CONCLUSION 7

Whilst the EU Roadmap for Maritime Spatial Planning is an important foundation, it is only through practical application of these principles that the European Community can truly progress its marine planning ambitions. The Interreg IV 'Two Seas' programme has enabled the project partners to explore marine planning principles at different scales to provide a set of key messages that can be applied across the community. The project has shown that although governance, scale and purpose necessitate a tailored approach, there are nevertheless common challenges and solutions which practitioners can draw on in the future.

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8

ACRONYMS & ABBREVIATIONS

AONB
Area of Outstanding Natural Beauty

C-SCOPE
Combining Sea and Coastal Planning in Europe

Coordination Centre
Coordination Centre on Integrated Coastal Zone Management in Belgium

DCF
Dorset Coast Forum

DEFRA
Department for Environment, Food and Rural affairs

EEZ
Exclusive Economic Zone

EIA
Environmental Impact Assessment

EU
European Union

EUNIS
European Nature Information System

GIS
Geographic Information System

HRA
Habitats Regulations Assessment

HLMO
High Level Marine Objectives

ICZM
Integrated Coastal Zone Management

JTS
Joint Technical Secretariat

LA
Local Authority

MCZ
Marine Conservation Zone

MEDIN
Marine Environmental Data and Information Network

MMA
Marine Management Area

MMO
Marine Management Organisation

MPA
Marine Protected Area

MPS
Marine Policy Statement

MSFD
Marine Strategy Framework Directive

MSP
Marine Spatial Plan/Marine Spatial Planning

NDPB
Non-Departmental Public Body

OSPAR
Convention for the Protection of the Marine Environment of the North East Atlantic

PPP
Plans, Policies and Programmes

Ramsar
Convention on Wetlands of International Importance

RTPI
Royal Town Planning Institute

SA
Sustainability Appraisal

SAC
Special Areas of Conservation

SEA
Strategic Environmental Assessment

SPA
Special Protection Area

SSMEI
Scottish Sustainable Marine Environment Initiative

SSSI
Site of Special Scientific Interest

T&F GROUP
Group Task & Finish Group

UNCLOS
United Nations Convention on the Law of the Sea

UNESCO
United Nations Educational, Science and Cultural Organisation

UNIZO
Unie der Zelfstandige Ondernemingen, an organisation of independent businesses at the Flemish level

VLIZ
Flanders Marine Institute

FOR MORE INFORMATION AND RESULTS FROM THE PROJECT VISIT: WWW.CSCOPE.EU

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