



## Dorset Coast Forum/C-SCOPE Conference – Socio-economic aspects of coastal and marine planning Meeting Notes

Friday 19 November 2010 - The RLNI Lifeboat College, Poole, Dorset

### Chairman's Welcome

Bob Huggins, Dorset Coast Forum Chairman welcomed all to the meeting.

### Session one – DCF Update and local news

#### Bridget Betts – Dorset Coast Forum Update

##### Key points of presentation:

- A reminder of the role of the Dorset Coast Forum; A strategic Coastal Partnership who:
  - Has a diverse range of members
  - Act as facilitators
  - Are the eyes and ears of our members
  - Influence EU & UK Policy
  - Disseminate relevant information
  - Provide opportunities for networking
  - Have an informative website [www.dorsetcoast.com](http://www.dorsetcoast.com)

The Current DCF projects provide details on the deliverables within each project and the number of stakeholders involved in each project during the last month. The projects include:

#### 1. C-SCOPE

##### C-SCOPE will deliver

- A Marine Spatial Plan for part of the Dorset Coast. Number of stakeholders involved = Approx 100
- A Coastal Explorer Tool to be used by planners and developers. Number of stakeholders involved = 18
- An Interactive coastal activity mapping website that enable people to plan coastal/water based activities along the Dorset coast in a responsible and sustainable way. Number of stakeholders involved = 56

**Local Dorset Marine Conservation Zone. To help in the delivery of the SW Marine Conservation Zones network, providing the Dorset input to the Finding sanctuary steering group and Working groups.** Number of stakeholders involved = 30

#### 2. Coastal Change Pathfinder Project.

The use of scenarios has now been tested in local communities with excellent feedback to date. Number of stakeholders involved = 167. A facilitation network is hoping to be established through the DCF.

#### 3. DCF/Environment Agency collaborative Project.

A Shoreline management Leaflet and a project t Portland Harbour North Shore is due to be completed in Dec, where there is a risk from coastal change within a local community. Number of stakeholders involved = 35

**4. A Marine Litter Group has been established.** This group are moving on a developing work from the Marine Litter Summit 2009.

**5. DCF is a member of the Coastal Partnership Network** who is helping to get a stronger voice for Coastal Partnerships in the UK.

**6. The DCF Topic Papers** are currently being refreshed and the Dorset Coast Strategy is being reviewed.

- The total number of stakeholders engaged through all DCF work in the past 6 months is 446.
- Bridget thanked the DCF funding partners.
- Bridget explained that David Sales and Ken Lynham are retiring, both members of the Dorset Coast Forum since its inception. She invited him to say a few words.

#### David Sales

- David explained that the Southern Seas Fisheries Committee (SSFC) will come to an end in April 2011 and the Inshore Fisheries and Conservation Authorities (IFCA) will take over. David will not be sitting on the IFCA and therefore wanted to say a few words at the DCF conference.
- David congratulated the Dorset Coast Forum on their achievements over the past 14 years and credited Bridget, who he felt has acted as the main thread that has kept everything together over the years.



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- David thanked Bridget for the work she has done and for her approachable and reasoned way.
- David explained that the SSFC was started in the Victorian era. It used to be a very small team but has grown. The SSFC has always had excellent support from local councillors, in particular Colonel Gibson and Cllr Ames.
- David noted that there is a lack of commercial fishermen on the new local IFCA and recalled the presentation by Mick Bishop from Great Barrier Reef National Park Authority at the C-SCOPE MSP Conference in Autumn 2009 where Mick stated that the most important thing was to first consult the fishermen.
- David commented that the crab stocks off the Dorset Coast at the moment are the best they have ever been and that lobster stocks are also very good.
- David thanked the Dorset Coast Forum and said that he would always be there if help is needed in the future.

The Chair thanked David Sales and Ken Lynham for everything they have done for the Dorset Coast Forum, for his sensible common sense advice and deep knowledge over the years. Bob thanked David for his offer of help if needed in the future and hopes that David will keep in contact with the DCF.

### **Ness Smith: C-SCOPE Update – Dorset**

#### **Key points of presentation:**

- C-SCOPE has three key activities:
  1. Creating a Marine Spatial Plan for a pilot Marine Management Area (MMA) in Dorset
  2. Developing a GIS-based tool (Coastal Explorer Planning) for planners, developers, consultees etc
  3. Producing a map-based website for locals and tourists to access coastal and marine information, and which encourages sustainable use of the coast
- Showed Marine Plan Area on map and ran through evidence base being collated to form the Marine Spatial Plan including
- Offshore renewable capacity – includes the Round 3 site for offshore wind and information on the tidal resource off Portland Bill
- Land and Seascape Assessment – the methodology is now being used at the national level
- Collection of data is continuing. Community events start in December with a roadshow along the coast to inform local communities.
- Collation of policies that apply to the marine plan is still ongoing but pulling out the key documents
- 50 Interactions Matrix interviews carried have been out and all added to the detail of the Marine Plan
- Strategic Environmental Assessment/Sustainability Appraisal - Stages 1 and 2 (Scoping and Environmental Baseline) are now complete

### **Kathy Belpaeme: C-SCOPE Update Heist**

#### **Key points of presentation:**

- Informed what the current status of MSP is and what are next step for Belgium.
- Introduced the Heist Marine Management Area and the growing sand bank. There are a lot of complex issues in a small space and developing a Marine plan may help these issues. They have conducted an interactions matrix and socio-economic study.
- The Coastal Atlas (De Kust Atlas), similar to the Coastal Planning Tool
- Culture is very important in Belgium
- A Coast Forum has been successfully set up and there is a strong growing interest in it with lots of stakeholders participation. Lessons from the way DCF operates have been very useful

### **Rupert Lloyd: Coastal Change Pathfinder Project**

#### **Key points of presentation:**

- Explained the case for coastal adaptation and that lessons learnt from this project will be fed back to Defra
- In Dorset there is a real emphasis on community engagement
- Introduced the six case study areas, all the communities are different and face different challenges.



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- The Project strands include:
  - Coastal change visualisations
  - Coastal change scenario planning
  - Jurassic Coast Pathfinder Education Programme
  - Establishment of a Facilitation network
  - Coastal change decision making road map
  - Personal emergency planning resource
  - Risk tolerance research
  - Spatial planning research project
- Provided a demonstration how visualisations work stating they are not predictions but an indication of what may happen in the future
- Second round of workshops for the scenarios will be done in new year
- Outcomes/ lessons learnt so far include:
  - Ringstead - emphasis on preservation, key point is acceptance
  - Communities valued that they could put their views and concerns across
  - Seatown - contrasted to Ringstead. Quite philosophical. Quite a different attitude between communities
  - Improving resilience of communities
  - Scenario planning is an effective tool

### **Neville Copperthwaite: Wreck to Reef Project Co-ordinator**

#### **Key points of presentation:**

- Provided the key reasons for decline in diving industry in Dorset: the Scylla, the construction of accessible launching in West Bay and ban of diving on HMS Hood
- Listed the many funders and partners of the project
- Wreck to Reef propose to lease an area just off Ringstead and sink 2 ships and create an eco-reef
- The Crown Estate are willing to lease 1 km<sup>2</sup> seabed to Dorset County Council for a multiple use area which can be used for the wreck to reef project
- Wreck to Reef have spent two years identifying a suitable site to minimise conflict with other users but with consideration to the wind, tide and currents etc. It has been difficult to find a viable area.
- Code of Conduct for divers has already been devised and agreed by local divers.

### **Gary Fooks: Logistics of the Sailing Events of the London 2012 Olympic and Paralympic Games**

#### **Key points of presentation:**

- Olympics will be biggest logistical peacetime operation in the UK ever
- 180,000 people will be employed for the Olympics, including volunteers
- 40,000 journalists and 150 Heads of State will be in the UK.
- Explained that the Field of Play, Back of House, Front of House that apply to normal event management are difficult to apply for the Sailing at Weymouth and Portland.
- Designed for a 'business as usual' attitude as much as possible.

#### **Question and Answer**

**Q.** Have additional numbers of visiting boats to Sailing Clubs to the east of Weymouth during the Olympics been considered? Where would they anchor?

**A.** Gary Fooks – There is a Waterborne Transport Group who are currently looking at this. Education and communication will be carried out with sailing community in time.

**Q.** How many people are you forecasting to be in Weymouth area a day?

**A.** Gary Fooks – We are planning for 60,000 people daily, of those 30,000 will be day trippers that travel in and out each day.



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**Q.** Will the waste water facilities be able to cope? Will there be water quality issues?

**A.** Gary Fooks – Wessex Water have said that the services will be able to support this number of people. Each year Weymouth receives 100,000 people for Weymouth Carnival and some places will have holding tanks.

### Session Two – The Role of socio-economics in marine planning

#### Dr Stephen Hull: Socio-economics and marine planning; an overview

##### Key points of presentation:

- Explained why we are interested in socio-economics – to help achieve sustainable development through environmental and socio-economic integration
- There are many questions and challenges. Starts simple but can become very complex.
- Knock-on effects to other people
- What is cumulative effect of all the aspects of what goes on, e.g. wind farm versus fishing
- How do we make trade-offs? The costs?
- Socio-economic tools are ways to look at socio economics - Policy analysis, spatial analysis (GIS) inter-action of activities, cost benefits. Multi-criteria - judging the alternatives
- Methodologies such as communication, EIA, SEA etc can be useful.
- Terrestrial planning has helped establish marine planning
- Sustainability Appraisal - plans make options - community engagement, evidence base approach
- Use of Total Economic Framework - capturing economic worth of everything
- How are they valued? Benefit to people. Road from sea, energy, raw resources
- Marine Planning Process. Separate EIA? Two processes. What tools you are using is very important
- Issues and limitations of socio economics and marine planning include:
  - A lot of information does not exist
  - Difficulties in integrating in the marine environment
  - Always some uncertainties
  - Dealing with stakeholders, open, transparent
  - Different tools used - do they give you all the information that you need?

#### Anne Gray: Value of Marine Industries in Dorset

**Key points of presentation:** lots of graphs and figures accompanied this presentation

- Approximately 70 marine businesses within the C-SCOPE area
- Employment - several hundred people in the marine industries is employed in the C-SCOPE area.
- Employment characteristics - mainly male and full-time
- Explained the Value of marine industries in terms of Gross Value Added (GVA) – in the C-SCOPE area = £134 (w), which is above SW average
- Oil and gas extraction contributes the most
- Performing below GB average is water transport, fishing and marine engineering.
- In marine engineering it appears production is down but employment is up.
- Impacts of new jobs? Supply chain of effect. Ripple effect. Tourism - Dorset is heavily reliant on tourism.
- Supports 13,500 jobs in three districts.
- Increase of spending of £10 million (1%) would add 32 jobs = 3 million per year.
- Marine manufacturing – there is increased competition, cancellations in orders and rising fuel costs.
- Demography for C-SCOPE area - low proportion of young residents. Mainly older. Can impact on employment.



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### Question and Answer

**Q.** Oil and Gas were categorised as a marine industry in the Value of marine industries in Dorset Study, why?

**A.** Anne Gray – Oil and Gas were categorised as a marine industry as they are one of the marine resource bases. This is the way that Oil and Gas are categorised nationally. Might be interesting to take out the Oil and Gas Sector from the studies and see how this would alter the results.

**Q.** Stephen Hull mentioned some work on Marine Conservation Zone Planning. Is this report in the public domain?

**A.** Stephen Hull – Yes I will make available to the DCF.

**Q.** Was the imports and exports industry included in the Value of marine industries in Dorset Study?

**A.** Anne Gray – No, just marine industries were included

**Q.** Winners and losers were mentioned in Stephen Hulls presentation. Any marine plan is doomed to fail if it does not take into account losers and alternative livelihood options.

**A.** Stephen Hull - Sustainable development is the aim of marine planning, balance of this is determined through stakeholder engagement. The Fishing industry faces challenges from many different areas and they are socially important therefore not easy to resolve.

**Q.** Question fishing figures in the Value of marine industries in Dorset Study. What are these figures based on? For every man at sea there are five on land processing and stocks are not in decline.

**A.** Anne Gray – There are limitations in the data; it does tend to miss out on very small businesses therefore this could account for discrepancies.

**A.** Stephen Hull – There is a lot of focus on sale of fish but not on processing. Economists focus on the sale side because they argue that the fish that is processed can come from abroad. Local fish needs local fish processors.

**Q.** Feels very encouraged by the work carried out in Dorset. Felt that layers of regulation may inhibit innovative work. Paper is outweighing the cost of action.

**A.** Stephen Hull – The Marine Planning merits for the UK economy are very big. There may be issues with Localism Bill and Big Society, balance of top down and bottom up. Do not start with complicated model – important to do it in a proportionate way.

### **Michael De Bruijn: A Netherlands approach to socio-economics and marine planning**

#### **Key points of presentation:**

- The VERON project started 2006 and is currently going through an update due to the recession
- Good balance between people, planning and profit
- North Sea (Dutch Continental Shelf) increasing economic activity
- Translating to spatial use – using an integrated approach
- Use of independent objective sources - not including indirect economic values
- Economic figures into spatial figures. Past and future trends useful
- Biggest industries are oil/gas and shipping. Difficult to get figures for shipping as not all goes in Dutch ports. Fisheries is much smaller
- Increasing demand for space. Oil/gas have a 500 m safety zone and no obstacle zone
- Oil industry decreases. Anticipation of when supplies will run out. CCS - empty oil fields.
- There are spatial tensions between nature, military, shipping, fishing, oil/gas
- With a permit you can hold/occupy one area but do not have to build
- Difficult to satisfy all groups
- Dutch fisheries see a lot of other European boats, again making it difficult to gain agreed statistics
- Stakeholder participation and preserving objectivity is important
- Development - more of an integrated approach, evidence based, use of stakeholders



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### **Sofie Vanhooren: Socio-economic impact assessment of the changing sea bed in Knokke-Heist**

#### **Key points of presentation:**

- Heist has a Special Protection Area for birds, problems with a growing sandbank, a busy port and recreation area – lots of conflict
- The sandbank has grown due to the harbour and is causing concerns for some
- Looking at Socio-economics and future forecasting study for this area but faster data collection is needed
- The results so far:
  - Found that people feel that cleanliness is important and the beach nature reserve and water sports centre are less important
  - Space is an important element for tourists
  - Yachting was a large part of the local community
- Industries were not keen to take part in the study and only 24 were interviewed
- Contradictions between locals and tourists were seen as results showed tourists prefer to have a clean, quiet beach while locals would like more activities
- The long term vision of Heist is still continuing

### **Steve Fletcher: Ecosystem goods and services from European protected habitats and species**

#### **Key points of presentation:**

- Identified how eco-system services can be defined and the value eco-systems have on human society
- There are many ways to define ecosystem services. The common emphasis on the beneficial role played by ecosystems in enhancing or maintaining aspects of human well being and thereby human society e.g. food production, climate regulation, flood protection, pollution sinks, and recreational and aesthetic benefits. This information can be used to place an economic value on ecosystems.
- The economics of eco-systems and bio-diversity project used and adapted the TEEB project classification.
- The review is focused upon marine species and habitats collectively known as 'marine features'.
- A literature review was conducted and the linkages were examined between core ecosystem processes, beneficial ecosystem processes and beneficial ecosystem services
- Obvious severe lack of good solid data. Do not mix up a lack of evidence with a lack of importance.
- The potential role of eco-system services include:
  - Can assist socio-economic choice with ecological well-being
  - Can assist with management.
  - Can facilitate between competing management choices.

#### **Question and Answer**

**Q.** Could a licence be sold for dredging the sandbank at Heist?

**A.** Sofie Vanhooren – The Flemish Government have already come to the conclusion that dredging the sandbank is not an option.

**Q.** Could the sand be sold this would make the dredging self funding?

**A.** Kathy Belpame – The quality of the sand is not high enough to be sold.

**Q.** Was the sand bank caused or exacerbated by the harbour being built?

**A.** The harbour was there first and caused the sand bank.

**Q.** Fishermen are interested in protecting stocks but they are not considered as people that can give expert advice. Questioner asked for David Sales to comment on this.



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**A.** David Sales – Once again recalled the presentation by Mick Bishop from Great Barrier Reef National Park Authority at the C-SCOPE MSP Conference in Autumn 2009 where Mick stated that the most important thing was to first consult the fishermen.

### **Jesse Honey: Socio-Economic Dimensions of MMO Planning Work**

#### **Key points of presentation:**

- Provided the indices of multiple deprivation - crime, health, education, unemployment
- From a map explained that Cornwall coast is shown to be most deprived, while inland Kent has much more wealth than on the coast
- Planning is a valid tool for mitigating coastal deprivation
- Three key documents on coastal deprivation are:
  1. *The Seaside Economy*
  2. *House of Commons Coastal Towns Committee Report*
  3. *England's Seaside Towns- a benchmarking study*
- Seaside towns have suffered with regards to cheap flights to Europe
- Some coastal towns have less deprivation because of their connections to large inland areas/cities
- Diversification - often 'terrestrial only' thinking
- Many coastal area have thriving marine industries
- Historical marine towns are moving away, e.g. Plymouth Marine Strategy. 500 jobs in area. Many jobs are now office based
- Some areas are looking at offshore industries such as wind farms and other renewable energy devices
- Must look at developing existing industries
- MMO plans are ongoing. Two year time will have a marine plan for each area of the marine plan areas chosen.

#### **Question and Answer**

**Q.** The Dogger Bank is important for Socio-Economics and also for nature. What happens if you have wind park and nature reserve in the same area?

**A.** Jesse Honey – Cannot answer this question. Dogger Bank has been named as one of the Round 3 Wind Farm lease areas. The Crown Estate would need to answer this question.

**A.** Olivia Burgess, The Crown Estate – The Crown Estate is working with MMO, JNCC, and Natural England for the Marine Conservation Zone designation.

**Q.** Ports compete amongst themselves in this country, in Jesse Honey's presentation you indicate that you are trying to promote certain areas, why is the MMO doing this?

**A.** Jesse Honey - The MMO will not be directing activities to any areas – they will be reactive rather than proactive. Wanted to consider socio-economics first; Immingham is largest port in UK and this was a large factor in why the East Inshore was the first marine plan area to be chosen.

**Q.** Do you think methods for planning at land can be applied at sea?

**A.** Jesse Honey – The methodology was devised and recommended based on UNESCO Step-by-Step guide and planning methods used on land.

**Q.** Consideration of Socio-economics is a significant factor as is the consideration of the ecosystem. Is an Impact Assessment separate to a Sustainability Appraisal? Should they not be integrated?

**A.** Jesse Honey – Need to look at how the socio economics links to ecosystem. In terms of marine planning, agree that this is important.



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**Q.** The Socio-economics of coastal communities and looking at the number of industries and number of employers and how this might develop in the future. Will there be more small and medium sized enterprises and will there be any support for them?

**A.** In any sequence there are people who can be an opportunity – SMEs come under an umbrella of a successful port etc. The time it takes for some of these things get to be done can be a real issue, for example, it can take 2-3 years for a Harbour Revision Order to be approved, the planning process takes far too long.

**Q.** Interested in the non governmental initiatives such as Wreck 2 Reef. They have a lot of support on paper but not much financial support?

**A.** Michael De Bruijn – We have the same problem in the Netherland, we do not have the space for experiments or for small industries to start.

**A.** Jesse Honey - Why do we have marine planning at all? To mediate between different interests, the difference between bottom up or government. The role of the MMO is to facilitate economic growth whether government initiative or not.

**A.** Stephen Hull – The slide in Jesse Honeys presentation on deprivation. Marine planning needs to consider this and look at where value creation comes to shore.

### **Mike Garrity: Trade-Offs in Marine Planning**

#### **Key points of presentation:**

- Terrestrial and marine inter-actions. Beginning to understand how the two work together
- There are elements of competition and conflicts between trade-offs
- Need a democratic and objective plan
- Material considerations essential. Must judge how important they are and must understand the value of assets
- Inter-relationships between different activities is important and how they change over time
- Vision - key priorities of how you want to develop an area. It must be strong evidence base, should not be based on a vested interest and Sustainable development is absolutely key
- A Sustainability Appraisal should not be a separate piece of work and there should be a demonstration of the Sustainability Appraisal in final plan.

### **Introduction to the workshops**

Mike Garrity introduced the workshops where 5 groups examined the following questions:

Question 1: How do you think planners can make decisions as to which sector/sectors is given priority within this area?

- a) What tools/techniques do you think could be used to help make these decisions? Please list them and their positive/negative points
- b) Should each sector be given a weighting?
- c) In light of your discussions, is it possible to make these decisions in the marine environment?

Question 2: What happens if some planning recommendations are unacceptable to a particular sector? How can any negative socio-economic impacts be resolved?

### **Chairman's Closed the meeting**

Bob Huggins, Dorset Coast Forum Chairman closed the meeting