
Report To:	Environment and Regeneration Committee	Date:	29 October 2015
Report By:	Corporate Director, Environment, Regeneration and Resources	Report No:	E&R/15/10/04/RG/ AH
Contact Officer:	Stuart W Jamieson	Contact No:	01475 712491
Subject:	Scotland's National Marine Plan		

1.0 PURPOSE

- 1.1 To advise Members of the adoption of Scotland's National Marine Plan and its implications for Inverclyde.

2.0 SUMMARY

- 2.1 The Marine (Scotland) Act 2010, and the Marine and Coastal Access Act 2009, required Scottish Ministers to prepare and adopt 'Marine Plans' for Scotland's inshore waters (out to 12 nautical miles) and offshore waters (12 to 200 miles). Both plans were subsequently combined in 'The National Marine Plan', which was adopted on 25 March 2015.
- 2.2 The National Marine Plan provides a comprehensive framework for the development and use of Scotland's seas, setting out strategic objectives and general planning policies which promote the principles of sustainable development. The Plan also identifies the specific issues and opportunities relating to the sustainable growth of eleven key marine sectors. Of particular relevance to Inverclyde is the 'tourism and recreation' sector, with the Plan noting the Clyde estuary and Greenock Ocean Terminal are key areas for sailing and cruise liner activity within Scotland, and 'shipping, ports, harbours and ferries'.
- 2.3 Marine planning of inshore waters (e.g. Clyde estuary) will be implemented at a regional level, with 11 Regional Marine Planning Partnerships each developing a Regional Marine Plan. The Council is expected to play a significant role in the Clyde Marine Planning Partnership, which is in the process of being set up.
- 2.4 The National Marine Plan highlights some of the key sectoral issues which should be addressed in Regional Marine Plans. These include a requirement to consider the need to identify areas that are of recreational and tourism value and where prospects for significant development exist in this sector. In addition, consideration should also be given to identifying important ports and harbours and setting out criteria against which proposed development and use should be evaluated.
- 2.5 The Marine Plan will have implications for land use planning in Inverclyde, as both planning processes cover the inter-tidal zone (i.e. approx. the area between the low and high tide marks), and areas such as coastal and flood defence, ports and harbours, public/coastal access, tourism and recreation related activities, and waste water infrastructure. In light of this, it will be essential that the Clyde Marine Planning Partnership and the Council, as Planning Authority, collaborate during the preparation of their respective plans, in order to ensure a co-ordinated planning approach to marine development and use.

3.0 RECOMMENDATION

- 3.1 That the Committee note the adoption of the National Marine Plan and its implications for Inverclyde.

Aubrey Fawcett
Corporate Director, Environment, Regeneration and Resources

4.0 BACKGROUND

- 4.1 Marine planning in Scotland's inshore waters (out to 12 nautical miles) is governed by the Marine (Scotland) Act 2010, with offshore waters (12 to 200 miles) governed by the Marine and Coastal Access Act 2009. The two Acts, referred to as the 'Marine Acts', established a new legislative and management framework for the marine environment, allowing the competing demands on Scotland's seas to be managed in a sustainable way, whilst also protecting the marine environment.
- 4.2 The Marine Acts required Scottish Ministers to prepare and adopt 'Marine Plans' for Scotland's inshore and offshore waters. Both plans have subsequently been combined in 'The National Marine Plan', which was adopted on 25 March 2015.
- 4.3 The Marine (Scotland) Act 2010 also made provision for the marine planning of inshore waters to be delegated to a regional level, in order to enable local ownership and decision making. This has been implemented through the Scottish Marine Regions Order 2015, which established 11 Scottish Marine Regions (SMR's), with Inverclyde falling within the 'Clyde' region. Regional planning will be taken forward by Marine Planning Partnerships, who will have responsibility for preparing Regional Marine Plans. Local Authorities are expected to play an important role in these partnerships. The Clyde Marine Planning Partnership is in the process of being set up, with Marine Scotland currently in discussion with the Firth of Clyde Forum to identify key issues and explore options for the size and composition of the partnership.
- 4.4 Circular 1/2015 'The Relationship between the Statutory Land Use Planning System and Marine Planning and Licensing' points out that marine and land use planning jurisdictions will overlap in the inter-tidal zone and areas such as coastal and flood defence, ports and harbours, public/coastal access, tourism and recreation related activities, and waste water infrastructure. In light of this, the Circular states that it is essential for Marine Planning Partnerships and Planning Authorities to collaborate during the preparation of their respective plans, in order to ensure a co-ordinated planning approach to marine development and use.

5.0 PROPOSALS

- 5.1 The National Marine Plan's vision for the marine environment is for "*clean, healthy, safe, productive and diverse seas; managed to meet the long term needs of nature and people*". This vision is underpinned by a set of strategic objectives, which outline what is required to achieve a sustainable marine economy, ensure a strong, healthy and just society, live within environmental limits, promote good governance, use sound science responsibly and maintain good (marine) environmental status.
- 5.2 The Marine Plan's vision and strategic objectives are supported by a set of General Policies, which seek to balance a wide range of social, economic and environmental issues associated with marine development and use. These include the social and economic benefits of marine development, co-existence of marine sectors, climate change, natural heritage, landscape/seascape, coastal flooding, water and air quality and marine litter.
- 5.3 The Marine Plan also recognises the diversity of the marine economy by identifying 11 sectors which require specific objectives and planning policies in order to grow sustainably. These are sea fisheries, aquaculture, wild salmon and diadromous fish, oil and gas, carbon capture (CCS), offshore wind and marine renewable energy, recreation and tourism, shipping, ports, harbours and ferries, submarine cables, defence and aggregates.
- 5.4 The 'recreation and tourism' and 'shipping, ports, harbours and ferries' are the most relevant sectors to Inverclyde and therefore outlined below.

Recreation and Tourism

- 5.5 The National Marine Plan acknowledges the significant social and economic benefits that marine related tourism and recreation deliver, noting that the Clyde estuary and Greenock Ocean Terminal are key areas for sailing and cruise liner activity within Scotland. The Plan's objectives, which broadly seek to grow this sector sustainably, are supported by policies to safeguard and enhance relevant physical infrastructure, facilities and accesses to coastal area, while also ensuring any development or activity is

sensitive to the marine environment. The Plan highlights a number of issues which should be considered during the preparation of regional marine plans. Of particular relevance to Inverclyde and the Local Development Plan process is the need, where appropriate, for marine and land use planners to identify areas that are of recreational and tourism value and where prospects for significant development exist, including opportunities to link long distance walking and cycling routes and provide localised and/or bespoke recreational opportunities and visitor attractions.

Shipping, Ports, Harbours and Ferries

- 5.6 The National Marine Plan supports the significant and diverse role that ports, harbours and ferries play in the marine economy. It includes objectives and planning policies which seek to maximise the role of ports and harbours in facilitating freight/passenger transport and supporting other sectors (e.g. providing infrastructure for the renewable energy sector). The Plan also encourages sustainable travel by linking ferry services to public transport and active travel routes. With regard to Regional Marine Plans, there is a requirement to consider the need to identify important ports and harbours and set out criteria against which proposed development and use should be evaluated.
- 5.7 In order to align with Circular 1/2015 and ensure a co-ordinated planning approach to the inter-tidal area, particularly in relation to 'tourism and recreation' and 'shipping, ports, harbours and ferries', the planning service will liaise and formally consult with the Clyde Marine Planning Partnership during the preparation of the next LDP, which is programmed to begin in early 2016. While a timescale for the preparation of the Clyde Regional Marine Plan is not yet known, the planning service will also seek to input into this process.

6.0 IMPLICATIONS

Finance

- 6.1 There are no direct financial implications arising from this report.

Financial Implications

One off Costs

Cost Centre	Budget Heading	Budget Year	Proposed Spend this Report	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Annually Recurring Costs/Savings

Cost Centre	Budget Heading	With effect from	Annual net Impact	Virement From	Other Comments
n/a	n/a	n/a	n/a	n/a	n/a

Legal

- 6.2 There are no direct legal implications arising from this report.

Human Resources

- 6.3 There are no direct human resource implications arising from this report.

Equalities

- 6.4 There are no direct equalities implications arising from this report.

Repopulation

- 6.5 There are no direct repopulation implications arising from this report.

7.0 CONSULTATIONS

7.1 **Chief Financial Officer:** no requirement to comment.

7.2 **Head of Legal and Property Services:** no requirement to comment.

7.3 **Head of Organisational Development, HR and Communications:** no requirement to comment.

8.0 LIST OF BACKGROUND PAPERS

8.1 (1) Scotland's National Marine Plan 2015

(2) Circular 1/2015 – The Relationship between the Statutory Land Use Planning System and Marine Planning and Licensing

ATTACHMENTS

None