



Marine Management Organisation



South Inshore and South Offshore marine plans

Evidence and Issues Workshops, October 2013: Summary report

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Introduction

The Marine Management Organisation (MMO) began the planning process for the South Inshore and South Offshore Marine Plan areas in January 2013. The information contained within this report summarises the outputs from the Evidence and Issues workshops, held in October 2013 and supports the evidence gathering and issue identification stage of the process that is illustrated in Figure 1.

The outcomes of the workshops will inform discussions of the main issues and provide the basis for the next steps in the planning process, helping to establish a clear vision and objectives for the plan areas.

Figure 1: Marine planning process wheel



Between 2 and 16 October 2013, a series of 5 public workshops were held in Brighton, Portsmouth, Isle of Wight, Portland and Torquay. The workshops followed the publication of the evidence document for the south marine plans – the South Plans Analytical Report (SPAR) – a copy of which can be found at www.marinemanagement.org.uk/marineplanning/areas/south_spar.htm.

The workshops were run in partnership with the Devon Maritime Forum, Dorset Coast Forum and Solent Forum. The events were attended by nearly 200 people from different organisations, representing a range of stakeholder interests in the

south marine plan areas including: tourism, recreation, ports and shipping, aggregates, local authorities, private consultancies, conservation and environmental interests, coastal forums as well as central government departments.

The purpose of these workshops was to:

- introduce evidence the MMO are using to inform the marine planning process for the South marine plans
- gather stakeholder views on the value of the evidence base
- identify where additional information could or should be acquired to supplement the current evidence base
- explore possible issues for the South plan areas: where such issues occur, whom they affect and how marine planning might look to address them
- start thinking about a vision for the South marine plan areas

This summary document gives an overview of workshop discussions and seeks to highlight the main outcomes. It does not detail all views expressed, a record of all comments provided at the workshops has been compiled by the partnerships, and is available on request.

The comments detailed in the full record will be used to inform the planning process and produce a revised SPAR. This summary does not include any response from the MMO to the comments submitted at the workshops as this process will only be concluded once the planning process is completed. The content of this report does not represent the views MMO but rather summarises the range of views expressed.

Each workshop comprised four presentations with three interactive group activities (Evidence, Issues and Vision), designed to encourage discussion between delegates and their areas of interest. At each event, stakeholders had access to more information via the online Marine Planning Portal, the SPAR document and a marine planning model. The [planning updates](#)¹ provided at the workshops are publically available on the MMO website.

A total of 186 delegates attended the workshops. A brief breakdown of comments by workshop and session is shown in the table below.

Workshop (recorded delegates)	Evidence comments	Issue comments	Vision comments	Total comments
Brighton (26)	180	157	118	455
Portsmouth (40)	369	375	145	889
Isle of Wight (35)	223	172	31	426
Portland (44)	92	323	92	507
Torquay (41)	218	264	44	526
Total comments	1,082	1,291	430	2,803

If you would like further information on any aspect of the workshops, please call 0191 376 2790 or email planning@marinemanagement.org.uk.

¹ www.marinemanagement.org.uk/marineplanning/areas/south_key.htm

Executive summary

An outline of the content and design of each session is given in this document before the summary comments of each session. The executive summary details the main outcomes and opinions from the workshops. Stakeholders have said that:

Evidence

There is strong support for the MMO to consider a wider evidence base to inform aquaculture and fisheries sectors. There is concern that the current evidence base is incomplete, too generic and could misinform policy if considered in the current format.

The ability to differentiate ports within the South marine plan areas based on: size, primary business concern, shipping transit density, user base and legislative and economic influence will inform the marine planning process.

There is significant interest in including the following information for consideration in terms of aggregate extraction and use:

- material type
- intensity of extraction
- volume of extraction
- coastal demand for material
- destination of material

The MMO should utilise locally held records to improve the evidence base for the historic environment. Archaeological evidence should also be included.

There is very strong support to ensure integrated management with planning authorities, protected designations and foreign authorities. Stakeholders request that the MMO incorporates French data into the evidence base for spatially explicit sectors.

The current MMO evidence base for recreation and tourism is incomplete. More information regarding a wider range of recreational activities and the spatial nature of these activities would be well received as would consideration for future trends in recreation.

Biodiversity evidence presented should be significantly improved by the addition of data from organisations, NGOs and projects on the south coast.

Issues

The diversity of the natural environment in the region is valued very highly. There is great support for this to be preserved and stakeholders consider the marine plans should explicitly state the need to maintain ecosystem function so that all may benefit from the environment.

Growth is necessary, but we should require any growth to be appropriate and be bound by sustainable practices.

There is widespread recognition that the South plan areas are not homogenous in nature and that the marine plan policies should be written in such a way to accommodate this.

There is concern for displacement and disruption of fishing activities, with many citing the importance of artisanal fishing in the culture and heritage throughout the plan area.

The potential impact of cumulative effects, particularly with regard to development, population increase and climate change should be considered.

Tourism and recreation is an important economic stimulus for much of the plan areas. Stakeholders are certain that the state of the natural environment is crucial to maintaining this offer. There is interest in ensuring good education and mobility to allow diversification into new and upcoming sectors.

Deprivation in some coastal communities requires significant investment, and economic uncertainty may mean some localised decline is inevitable. There is a will to attract investment to local communities that is thought to be more sustainable when the community, including local industry, is engaged.

Vision

The majority would like to see a vision that is formed from text only, although there was good support for combining words with pictures.

There was significant support for the vision to be worded in a concise manner.

The protection of the natural environment prioritised in the vision, balanced with sustainable economic growth and social objectives that account for the diversity of the South marine plan areas.

Those attending did not value using the Wordle² to articulate the vision for the South marine plan areas. There was limited support for its value in prompting discussion.

Session 1 – Evidence

Delegates were asked to consider the MMO's evidence base for the South marine plans in small, mixed-interest groups through assessing data mapped onto outlines of the plan areas. A total of 24 maps were presented to delegates in 8 stations facilitated by MMO and coastal partnership staff:

- Fishing and aquaculture
- Energy
- Environmental
- Recreation and tourism
- Shipping

² A Wordle is a visual tool that gives greater prominence to words that are used more frequently in a text source. In this case, the text used was SPP workshop report

- Cables and defence
- Aggregates
- Social

Facilitators asked delegates to verify the evidence presented, to identify gaps and new sources of data not shown or considered by the MMO and to seek the views of delegates on the potential to commission new evidence.

Delegates were asked to comment on three of the eight stations, allowing 10 minutes per station. Delegates then had a 30 minute opportunity to make further comment on other stations of interest. The maps were accessible throughout the day of the workshops, allowing delegates to continue to comment as and when they wanted.

The following summary lists comments in line with the sectors presented in the SPAR, rather than the eight stations listed above. The information was not explicitly presented by sector at the workshop simply because of the logistical limitations of personnel and space at the workshop venues. Sectors are listed in alphabetical order.

Aggregates

The evidence associated with the aggregates industry was of great interest to stakeholders at all workshops. There was a general consensus to highlight what material is being extracted by area, to identify how and where it is (likely) to be used and for the MMO to map this data. Stakeholders in Brighton noted that this information would be accessible from BMAPA and may be verified by local aggregate assessments.

Several delegates at the Isle of Wight and Portland workshops made reference to the importance of obtaining French data with respect to the pressures associated with a limited resource in a relatively small area.

Some stakeholders questioned the ability of the data presented to fully inform the marine planning process, with many requesting that other data sources are considered. Among those additional datasets suggested, Dorset Integrated Seabed Mapping Study (DORIS) and the Channel Coastal Observatory's were highlighted on several occasions.

Aquaculture

Across the workshops, stakeholders raised numerous questions concerning the strength and quality of the aquaculture data presented at the workshops. Attendees at both the Portsmouth and Isle of Wight events highlighted Chichester and Langstone harbours as being of particular concern. Some of those attending from Torquay felt that aquaculture could be better qualified and would appreciate water quality data to be presented alongside aquaculture data.

Biodiversity

Many suggested that the MMO should include IFCA, local biological record and MCZ process data to supplement the Features of Conservation Interest (FOCI) evidence

base presented at the workshops. They felt the current evidence base did not reflect the known diversity.

Several stakeholders noted that there was a need to supplement the seabird data presented with overwintering areas and information collected from coastal and wetland bird surveys. Those from the Solent area were keen for datasets considered in the planning process to extend to estuaries, with some requesting a level of detail for such areas.

No issues were specifically attributed to biodiversity as a sector, many issues raised, regarding other sectors, related to biodiversity.

Defence

Several omissions were noted from the evidence base presented at the workshops, notably Lulworth firing range and Marchwood Port. At the workshop held in Portsmouth, stakeholders asked questions as to how the South marine plans would consider Ministry of Defence (MOD) spatial and temporal movements and the options for decommissioned MOD sites with respect to environmental protection and/or development. Several delegates queried the clarity of the legend on the defence evidence map. Stakeholders on the Isle of Wight and in Portland queried the possibility of co-locating non-defence activities in designated, but rarely used, MOD operational areas.

Dredging and disposal

Stakeholders would like the MMO to consider volume and location data for disposed dredged material, the frequency of dredging activities and to consider cell dynamics with respect to impact of the removal of dredged material. They were keen for a distinction to be drawn between capital, maintenance and on-off dredging activities and for this to be clearly displayed within the evidence base. Attendees at the Portland workshop wanted the MMO to consider coastal management and defence through incorporating the second iteration of shoreline management plans with respect to disposal volumes and locations.

Energy

Portsmouth delegates commented on 'energy'. Their concerns amounted to Fawley oil refinery not being considered in the evidence presented at the workshop and a request for French held data to be included in the South marine plans evidence base. For Dorset, there was support and discussion on Portland for tidal and wave energy.

Fishing

Stakeholders across all workshops felt very strongly that the marine planning evidence base did not accurately represent the fishing activities in the South marine plan areas and that it could be improved through inclusion of a wider range of data sources. The accuracy of the data presented was questioned at the Brighton, Portsmouth, Torquay and Isle of Wight workshops. The style and value of presentation method was queried by stakeholders attending the Isle of Wight and Torquay workshops with several stakeholders confused by evidence base.

Details why certain species have been subject to greater assessment than others that were considered of equal or greater importance, was also requested.

Governance

Only one comment recorded from the Evidence sessions was categorised as a governance issue, that being “There is a need to highlight the MPS English/UK vision for 'healthy productive bio-diverse seas’”. Several stakeholders voiced concerns that the perceived lack of environmental data – in comparison to the data available for industry in specific areas – may result in the environment being given less weight than social or economic aspects of marine planning.

Historic environment

Stakeholders held concerns regarding the incomplete nature of the wreck data presented, noting that it was ‘misleading’ as it did not show all the wrecks under the Protection of Wrecks Act. Some noted the potential value in including a risk rating for ship wrecks.

Many attending the workshops considered that the historic environment evidence base would be incomplete without including archaeological assets of historic importance. Notably, the inclusion of paleo-landscapes was a priority for stakeholders throughout the plan areas. Stakeholders from Torquay, Portland and the Isle of Wight suggested the MMO access the local historic environment records to improve the current evidence base.

Marine protected areas

Attendees said they would like to see French proposals and designation of marine protected areas included within the marine planning evidence base. They also requested the inclusion of Areas of Outstanding Natural Beauty and National Park boundaries on MMO maps presenting protected areas that currently include European and UK marine designations.

How the MMO would incorporate expected future designations was raised, such as MCZ tranche 2, into the current evidence base and the planning process. A large number of stakeholder comments regarding MPAs related to specifics of individual MPAs. It was explained that the marine planning function looks at MPAs in a wider context, and is not responsible for designation.

Natural environment

Stakeholders debated the effectiveness of communicating habitat importance and biodiversity by mapping FOCI where both habitat and species are overlaid without qualification. They raised concerns that, in the current format, the evidence does not adequately identify areas that may be of environmental significance, but have low biodiversity. They also, suggested that the resolution is of an insufficient scale to correctly inform decision-making. Attendees throughout the plan areas would like some form of sensitivity index to caveat the habitat and species data presented. This was often expressed as a desire to see water quality displayed alongside habitat and species data.

Oil and gas

Delegates noted the importance of integration between land and sea infrastructure for energy operations. Some delegates raised concerns as to the potential for offshore fracking in the South marine plan areas and how future developments in energy policy would be accounted and planned for.

Ports and shipping

Throughout the South marine plan areas, there was a request for the MMO's evidence base to clearly differentiate ports by identifying size, primary activities, jurisdiction boundaries and economic influence to better inform the planning process.

Representatives from Brighton would like the MMO to consider the future influence and potential impact to south coast port activities from the Thames Gateway port development. There was significant interest in port & shipping activities from stakeholders attending the Portsmouth and Isle of Wight workshops. They would like specific consideration given to the routes of large draft vessels and bad weather routes as well as Sulphur Emission Control Areas (SECA) low emission zones mapped.

Recreation

Stakeholders throughout the plan areas consider that there is significant potential to improve the current recreation evidence base. Those attending the Brighton workshop requested the addition of AONBs, and National Trust and Wildlife Trust nature reserves to supplement the RSPB reserves already noted on the evidence presented. There was also a need highlighted to consider diving hotspot data from dive club and Seasearch sources as well as the inclusion of sailing and watersport centres within the evidence base.

Portsmouth delegates requested scale and classification of recreational activity to be accounted for as well as the potential for future growth of individual activities. They requested that the MMO consider the Solent Forum's Solent Disturbance Project Report, and the RYA's Recreational Boating Activity Report. Many from Portsmouth, Torquay and the Isle of Wight highlighted the importance of including angling data for the entire plan area while several individuals noted the omission of the RSPB's Pagham Harbour reserve.

Those in the Isle of Wight workshop highlighted that not all slipways on the island were accounted for in the current evidence base and requested that the MMO map density of recreational boating activity includes terrestrial infrastructure associated with recreational boating. The inclusion of coastal recreational activities, including cycling, walking and bird watching was picked up in the Torquay workshop. iCoast for Dorset coastal and marine recreation was highlighted on Portland as was the VALMER study for valuing recreational activities for Poole Harbour.

Seascape

Across the workshops, stakeholders raised questions as to the purpose and value of providing seascape data at a strategic scale. Many comments debated boundaries of marine character areas. Delegates in Torquay and on the Isle of Wight would like to

see Heritage Coast designations included in seascape assessment, while some attending the Portland event called for consideration to be given to including a landscape assessment to compliment seascape. Several people made points around the value of including population densities or some other means to qualify seascape.

Social and cultural

A number of requests were made for the social evidence base to be derived from the most up-to-date data available, like using the 2011 rather than 2001 Census to inform the evidence base. Many were confused by the coastal typologies presented and requested a clear and concise explanation of the process used to describe them be provided.

Subsea cabling

A variety of omitted cables and piping in the inshore and offshore plan areas were highlighted. In Brighton, the absence of sewage outfalls to the East of the Solent was noted, and in Portsmouth, stakeholders commented on the lack of recognition for cables from Fawley refinery, while on the Isle of Wight, several omissions of cables and pipelines supporting the island were identified.

Tourism

Stakeholders appreciated that the MMO have separated tourism and recreation evidence. The variation in tourist activities throughout the plan area was discussed, and it was felt that the MMO could go further in showing this variation. Those in Brighton would like areas such as the South Downs National Park and Seaford specifically highlighted for the value of quiet recreation in an otherwise crowded region, They requested visitor numbers to be included alongside financial figures to give adequate weighting to tourist attractions that may not necessarily encourage high visitor spend. One person cited 1.5 million people visit Beachy Head annually, but spend does not reflect this.

Those in the south west of the plan areas saw value in mapping areas of quiet recreation, specifically calling for the inclusion of coastal paths. Attendees at the Torquay workshop would like to see some form of assessment undertaken to give a relative value to the quality of tourist attractions in addition to greater consideration of supporting services to the tourism industry.

Wind and tidal

The Renewable Energy Atlas was proposed as a useful source of data to supplement MMO's evidence base, alongside an offer of tidal sites situated in the Solent. Some attending the Portsmouth workshop would like greater consideration given to the potential impact on fauna of the acoustic energy produced by marine renewables. There was significant interest in the expectations of Navitus Bay and Rampion wind farm development, though the majority of comments made relating to this subject are not within the remit of marine planning.

Session 2 – Issues

Delegates worked in groups, as per session 1. Facilitators asked delegates to consider "issues concerning the South marine plan areas" within 5 given themes (Brighton) or 7 main issues (other workshops³):

- enabling economic growth
- protection of the environment
- opportunities for employment, investment and regeneration
- maintaining and enhancing social benefits
- climate change

Delegates were offered the opportunity to identify themes relevant to the South marine plan areas, explore how these issues could change in the 20 year horizon of the plan and asked of ways in which marine planning might address these issues.

Enabling economic growth

The importance of ports and shipping, recreation and tourism activities with respect to the theme of 'enabling economic growth' was highlighted. High on the agenda across the South marine plan areas, but in particular to stakeholders within the Solent, was the desire to optimise port and shipping activities to promote economic growth.

A number of comments were made on the variation in ports and shipping activities across the plan areas, from the small recreational harbours and fishing ports, towards the extremities of the inshore area, to the economic hub of the deep water port in Southampton. Many highlighted the link to dredging and maintaining channel depth as a requirement to enable growth through port development. There was strong feeling that port access and deep water channels should be maintained or improved to promote growth. Several people would like to see plan policies differentiate the Solent from elsewhere in the plan areas due to its high priority.

There were discussions surrounding the potential for port growth in certain areas associated with the development and application of renewable technologies. It was acknowledged that in order to maximise potential for local-regional growth, it was critical to meet skill requirements through increasing training opportunities. It was suggested that this could be achieved through promoting clustering between port authorities, educational institutes and local supply chains. It was felt that this would help retain benefits locally, thus preserving the heterogeneity of the South marine plan areas. Delegates recognised that such growth is relatively new and would therefore like to supplement the evidence base for the South marine plan areas with information from newly established renewable sites outside of the plan areas.

There were a number of stakeholders advocating the merits of tidal power, citing the potential for co-locating small, yet viable, turbines with wind and port operations.

³ Following immediate feedback from the Brighton workshop concerning the presentation of the five themes, the style of session 2 changed to present issues under seven 'Key Issues'.

They said prioritising wind above tidal power was unfounded in the light of new and improved technologies.

Alongside port activities, the tourism and recreation economies in the South marine plan areas were of significant interest. One reoccurring point, made throughout the workshop consultation, was the importance of a clean and healthy natural environment in ensuring sustained income from recreation, tourism and indeed, other industries. Stakeholders requested that the Enabling Economic Growth theme be re-worded to explicitly include 'sustainability' so as to emphasise the need to balance environmental, economic and social interests. They identified that there is not necessarily a correlation between the health of the tourism and recreation economies and the state of development, and felt that to properly inform policy there is a need to identify trends by activity and by region.

There was a general consensus that prioritising one or more sectors for growth would invariably reduce the potential in other sectors. Stakeholders appeared to want to ensure a balanced agenda to allow new and historic industries to develop.

Protection of the environment

Delegates placed a very high value on a healthy and productive natural environment. This high value can be attributed to the services and resource provision that is seen to be fundamental to almost all interests and industry within the South marine plan areas (also known as 'ecosystem services'). It was recognised that human activities can, and do, compound pressures on the natural environment. There is, therefore, a will to minimise human pressures where possible.

Attendees strongly agree that local human population increases, and the resultant demand for housing development, is a pressure that has yet to be fully considered within the marine planning evidence base and one that urgently needs addressing.

Stakeholders recognise the value of meeting economic and social aspirations in addition to environmental aims, but consider the phrasing used within the theme 'protection of the environment' presents the wrong approach, in that the environment is framed as a hurdle for development, rather than as a benefit or resource. To this end, stakeholders would like the phrasing changed to ensure that such a theme reflects the requirements, limitations and potential of the natural environment.

There is a desire to ensure the value of the natural environment is not lost or diminished, in terms of the aesthetic appeal, the functioning of habitats and ecosystems and the provision of services. It is widely accepted that development of any sort has the potential to damage the natural environment, and that some damage is inevitable, regardless of agenda.

Delegates considered a variety of tools to minimise damage and enhance the natural environment with respect to development. Some of those at the workshops, particularly those to the west of the Solent, advocated the use and expansion of marine protected areas in various forms. There was an acceptance from some that the evidential and resource requirements and processes in designing and designating a protected area are often unrealistic. In some cases it may be more

beneficial to promote responsible access, use and cooperation of areas ahead of their protection.

Habitat (re)creation was discussed across the South coast. Many would like to see development mitigated through a requirement to offset environmental damage. Others argue that the benefits of habitat (re)creation are limited as they may not necessarily contribute to ecosystem function and would therefore advocate development make best use of resource, design, technology to minimise damage and maximise sustainability.

Stakeholders often commented on the need to define carrying capacities in order to establish limits or boundaries on growth and development. Across the South coast, they were keen to ensure full integration of planning processes across boundaries, particularly in terms of housing development, water quality management and coastal defence strategies.

It was noted that the natural environment is dynamic and suggested that phrasing the theme as the 'protection of the environment' may limit the potential of achieving the desired result as it does not accept the reality of change. It was also noted that this environmental change is intrinsically linked to climate change and that this should be acknowledged within that issue.

Some concern was raised regarding the potential for damage from displacement of fishing activities, with some debate as to the relative merits of heavily protecting small areas or accepting a finite amount of damage across a larger expanse.

Opportunities for employment, investment and regeneration

Significant numbers of stakeholders commented on the importance of providing certainty to attract investment. This was often expressed as a demand for improved coastal defence, building resilience to the potential impact of storm events and climate change. Attendees fully accepted there are limitations in coastal defence budgets and therefore understand that protection will be afforded to those communities or locations that are viewed as a priority by budget holders. How such a priority should or could be defined was debated throughout the workshops.

In addition to the requests to physically protect the coastal communities of the South coast from natural forces, it was recognised that many communities were socially and economically deprived and in need of regeneration.

Delegates recognise the constraints on public sector funding, therefore view attracting private investment to the south coast as a priority in order to stimulate growth, regeneration and employment. Representatives from the plan areas consider accessible, efficient transport links, both on land and water, an integral component in supporting opportunities for investment and subsequent regeneration.

Some were keen for the MMO to recognise that more than just financial assistance was required to ensure the success and sustainability of investment and regeneration in communities adjacent to the South inshore marine plan area. Many commented on the importance of integrating communities within development decision-making to improve the provision of opportunity for communities. Often, this

was manifested in references to building 'brands' through developing clusters by collaborating with Local Nature Partnerships and/or Local Enterprise Partnerships. Some commentators highlighted the importance of the MMO working with local authorities to fulfil the potential of marine planning.

Stakeholders based across the South coast raised concerns relating to the demographic composition of coastal communities throughout the South inshore plan area. They questioned where a local workforce would realistically be sourced given an aging population and poor transport links for those available and willing to work and train.

Several people referenced examples of where wider communities had effectively pooled resource to increase the draw of visitors to the area, effectively creating regional branding.

The importance of the Ministry of Defence (MOD) was highlighted at the workshops held in Portsmouth and in Portland. Those attending these workshops, with some occasional comment from elsewhere, recognised the indirect effect MOD budgets have within a local area. Portland was cited as an example of a community that suffered increased deprivation as a result of the removal of an MOD resource, whilst Portsmouth, Fareham, Gosport amongst others, were noted as susceptible to a similar situation given the MOD influence in these locations.

The cruise industry, and its development, received significant comment at the Portsmouth and Portland workshops. Many in Portsmouth noted the importance of the cruise industry to Southampton and how the indirect spend from crew, passengers and supply chain stimulated the economy. Those in Portland saw potential in the expansion of the fledgling cruise industry in the South west and were keen to bring this potential to the attention of marine planning.

Maintaining and enhancing social benefits

The abundant, diverse and dynamic nature of recreational interests, the tourism industry and regional economies were identified as the main social issues.

The seasonal population influx and associated demands on recreational resources was considered an issue of concern throughout the South coast. While delegates were keen for the MMO to recognise that not all social issues and benefits are derived from, or associated with the tourism and recreation industries, they highlighted several opportunities to offer benefits in these areas. Those at the workshops were far from unanimous in their approach to bringing benefit to society. Some would like to see spatial and temporal activity zoning where users might conflict, while others focused their attentions on highlight the value of natural resource to improve one's experience when recreating.

Stakeholders suggested improved access to the resource, (beaches, ports, slipways or protected areas) would enhance social benefits as accessibility, and therefore opportunity, improved. Others, often independent of discussion of access, suggested that the user base of the South marine plan areas is at or approaching carrying capacity, therefore management measures are required to bring societal benefit.

Some noted that many people and industries are drawn to the South coast because of the resources –the components of the environment – and that limiting or preventing exploitation of these resources was required in order to ensure the sustainability. Several commentators wanted efforts to be made to increase community use of coastal environments. Suggestions made included increasing the number of events that celebrate local produce or resource and designating community-led resource to improve social mobility.

Climate change

Climate change and its' potential impact was considered by stakeholders to be the most cross-cutting of all issues discussed at the workshops. Stakeholders raised various concerns as to the vulnerability of activities, development and industry to the effects of climate change.

Climate change was often associated with issues such as an increased frequency and magnitude of storm events and raised sea levels. The common mitigation response related to coastal sea defences and development caveats. It was acknowledged that funds would not allow for the entire coastline within the South marine plan inshore area to be protected as effectively as some would desire, and occasionally offered alternative mitigation strategies.

The importance of resilience and the ability to adjust and adapt to climate change was seen as paramount to effective planning. Some noted a need to build flexibility into policies in order to account for the unknown. Others commented that the integration of policies was important to effective plan design, whilst some went as far as to suggest that development should account for possible climate induced impacts through utilising design and technology so as to ensure sustainability.

Stakeholders considered the statement 'Warmer climatic conditions, leading to increased levels of tourism and recreation' to be unproven and misleading. Several have informed us that they have anecdotal evidence of the opposite occurring as wet and stormy weather disrupts the tourist season. Commentators felt that it would be vital to acknowledge that the impacts of climate change are largely unknown, especially at a regional level, and to recognise that decision-making based on incomplete data could severely compromise the desired outcome of a policy.

There was concern for climatic impacts on the natural environment as well as for economic and social ideals. Across the workshops there were concerns regarding the impact of acidification, water quality changes and increasing numbers of non-native and invasive species, both for the functioning of ecosystems and indirectly for fishing activities. They appreciated the potential for the marine plans, as strategic documents, to address climate change issues, and consider the marine planning process to have the ability to bridge local and shoreline management plans at a level that can have a positive effect. However, some commented that, with respect to climate change, a truly strategic view would be at an international level, so integration is needed across all levels of government.

Session 3 – Vision

Working in the same groups as the previous sessions, delegates were provided with the visual prompt of an example 'Wordle'. This was derived from stakeholder views at the statement of public participation workshops (SPP) in January 2013 and the draft vision for the East marine plan areas.

Facilitators asked delegates to comment on the value of using a Wordle in vision-making, to consider what form a marine planning vision should take and the best means of presenting a vision.

Delegates were first asked to consider the value of using a Wordle. Of the comments obtained the majority did not feel the Wordle to be effective and did not consider it an appropriate tool for promoting discussion or debate only.

Delegates were asked to consider what form a vision for the South marine plan should take. They were prompted to consider the use of text and/or pictures. Of the total comments received the majority would like to see a vision represented in words but with the possibility of a combined visual element.

The majority wanted the vision to be concise with some consideration given to the differences between inshore and offshore areas and the importance of it being locality specific.

Delegates were asked what should be included in the vision. Feedback indicated it should ensure a balance of economic, social and environmental objectives. The protection of the natural environment, the need to recognise diversity, the importance of sustainability and community involvement were all highlighted as areas for consideration as well as the inclusion of economic interests, coastal process, the importance of integration and the value of the fishing industry.

Further to the above, stakeholders were asked what words or phrases should be included within the vision's wording. The preservation, maintenance and protection of the natural environment was suggested including comments related to growth, the economy and/or affluence with social or community concerns noted. Sustainability and balance were also words which were considered important as part of the vision for the South marine plan areas.