

# Scoping the Design of a Regional Marine Planning process

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## Introduction

### 1. Project aims

The aim of this report is to outline a participatory, systematic, validate-able research approach to facilitate the design of a regional marine planning process, with reference to the context in Scotland. Part 2 section 3 (1A) of the Marine (Scotland) Act 2010 provides for the creation of Regional Marine Plans. This is an enabling act. Therefore, the legislation outlines the objectives<sup>2</sup> of marine plans, but the detailed process to produce them, and the measures to evaluate them, remain to be defined. The boundaries of the regions have been defined under the Scottish Marine Regions Order 2013. Marine Scotland's role is to deliver the overall provisions of the act, and support the development of regional marine planning partnerships.

In such circumstances, dealing with the expectations of multiple stakeholders and uncertainty about the planning process can be a major challenge. This report aims to provide tools and a research outline to respond to this challenge. **The research focuses on identifying the key steps in the planning process and their requirements.** This should support the design of regional marine planning by: drawing on established methodologies; providing clear procedures to identify options; and providing technical tools to scope design. The design process will also allow for lesson drawing from: (i) international practice and guidelines (ii) best practice in terrestrial planning (iii) Scottish experience from SSMEI<sup>3</sup> and the Scotland's National Marine Plan process and Pilot regional marine plans for Shetland and Pentland Firth & Orkney Waters (iv) knowledge and experience of relevant stakeholders.

The results outline a range of options for regional marine planning, and provide a set of workshop tools for use by future planning partnerships themselves. The findings will provide an information base for the emerging regional marine planning system, and could enable Marine Scotland and statutory authorities to provide a common rationale and a flexible framework for the design process.

### 2. Research question(s)

Two key questions will be addressed within this study:

- How can the regional marine planning process be designed to effectively meet multiple goals and requirements?
- How can stakeholders be fairly and efficiently involved in the co-design of the planning process?

The sub-questions implicit in this study are (a) what are the key components of effective marine planning in theory and practice? (b) What established and validate-able procedures exist for designing a new planning process?

### 3. Context for Marine Planning in Scotland

Scotland coasts and oceans have been at the forefront of global innovation in governance through Coastal Partnerships, the AGMACS and SSMEI initiatives, the Marine (Scotland) Act, 2010 and the production of Scotland's National Marine Plan. The case for marine planning has been accepted worldwide on the basis of arguments about increasing activity in the oceans and an inefficient sectoral approach [1]. EU Framework Directive on Maritime Spatial Planning 2014/89/EU sets a framework for the production of marine plans. Many nations are now developing marine planning systems. Marine planning is at a take-off stage and as of 2017 about 60 plans have been prepared, including for Great Barrier Reef Marine Park, US state of Rhode Island, and East of England regional marine plan. Additional lessons can be drawn from SSMEI initiatives (Clyde, Shetland, Sound of Mull-Argyll), Shetland Marine Plan 4<sup>th</sup> Edition (2015), and Pentland Firth & Orkney Waters marine spatial plan and UK marine planning. Within Scotland, the regional component of the planning system is justified because "input from local communities (is taken) very seriously and because...we have a diverse country, we want there to be a local dimension to planning so that local communities, local stakeholders and public authorities that are familiar with local needs and the local seas can influence the

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<sup>2</sup> Including economic, social, marine ecosystem and climate change adaptation and mitigation objectives. The Act also makes provisions for the adoption, amendment, withdrawal, review, performance monitoring and legal validity of plans.

<sup>3</sup> See for example MSF14/2010 Annex 1

planning regime for their own waters.”<sup>4</sup> Furthermore, it is deemed the appropriate scale for spatially explicit plans and policies, in response to regional patterns of human activity [2]. Altogether 11 regional marine plans are envisaged (Table 1).

*Table 1. Potential Regional Marine Plans in Scotland*

| <b>Marine Region</b>              | <b>Relevant Coastal and Marine Projects/Partnerships</b>   | <b>Relevant Local Authorities</b>  |
|-----------------------------------|--|--|
| Argyll                            | Argyll MSP project<br>Sound of Mull SSMEI<br>Sound of Mull Marine Spatial Plan 2011<br>Loch Fyne/Etive ICZM Plans                    | Argyll and Bute  |
| Clyde (planning underway 2017)    | Clyde SSMEI (Marine Plan 2010)<br>Firth of Clyde Forum/ Clyde Marine Planning Partnership<br>Loch Fyne ICZM Plan                     | Argyll and Bute, Glasgow City, Inverclyde, Loch Lomond and Trossacks NPA, North Ayrshire, Renfrewshire, South Ayrshire, South Lanarkshire<br>West Dumbartonshire |
| Moray                             | Moray Firth Partnership  | Aberdeenshire, Highland, Moray   |
| North Coast                       | Pentland Firth & Orkney Waters Plan  | Highland   |
| North East                        | East Grampian Coastal Partnership  | Aberdeenshire, Aberdeen City   |
| Orkney                            | Pentland Firth & Orkney Waters Plan  | Orkney   |
| Shetland (planning underway 2016) | Shetland Marine Spatial Plan<br>Shetland SSMEI (Marine Plans drafts 1, 2 and 3)<br>Fair Isle Marine Environment & Tourism Initiative | Shetland   |
| Forth and Tay                     | Tay Estuary Forum<br>Forth Estuary Forum<br>Berwickshire SSMEI   | Angus, Clackmannanshire, Dundee City, East Lothian, Falkirk, Fife, Midlothian, Perth & Kinross, Scottish Borders, Stirling, West Lothian,                        |
| Solway                            | Solway Firth Partnership   | Dumfries & Galloway  |
| West Highlands                    | Wester Ross Project<br>Two Brooms ICZM Plan  | Highland   |
| Western Isles                     | Outer Hebrides Marine and Coastal Partnership  | Western Isles  |

A report by Dundas and Wilson [3] discusses the potential structure and legal form of a delegated regional planning body, and proposes that guidance should be prepared on the form, content and process for regional plans. One key challenge is to tailor the planning process to local needs, whilst at the same time meeting national goals and international commitments.

Soft Systems Methodology (SSM), is a management science methodology to structure complex, real-world situations [4]. The approach can support stakeholders to: jointly identify needs, build conceptual models (see example from a related field, Figure 1) and define a planning system; by exploring questions such as key goals? key steps? and key measures of performance? SSM has seen worldwide application in education, information and healthcare systems. This report provides a basic introduction to the tools and techniques of applying SSM to scope the marine planning process. This aligns with commitments to develop guidance on regional marine planning, including the planning processes and governance structures, and the commitment within Scotland’s National Marine Plan to provide regional guidance (sec.1.3).

<sup>4</sup> Scottish Parliament Official Report. Comments by Richard Lochhead MSP to Rural Affairs and Environment Committee, 9 September 2009. Marine (Act) Scotland Stage 1

## 4. Scoping Tools

### 4.1 Lesson drawing

Note that the analysis in the following sections focuses only on lessons learned with respect to design of the marine planning process.

#### 4.1.1 Lesson Drawing (Theory)

Many MSP guidelines present diagrams of a general marine planning process [5], and [6] [Figures 2 and 3] see also [7]. These might be described as a 'linear, rational approach to the planning cycle' (albeit recognising that progress might require a number of cycles of development before outcomes are achieved). Olsen *et al.* [8] recommend the use of such 'templates' as a diagnostic tool to assess obstacles to progress (how did we get stuck here?), rather than a prescriptive tool to design the process. Nevertheless, in terms of the commonality between these guidelines, there are a number of principles which might be drawn upon to design the marine planning process. **(1) Logic of precedence-** some stages of the marine planning process which can be argued to logically precede others. This is not always as apparent as it first seems. For example, a data gathering and evidence phase could be considered to logically precede others, yet planning may need to proceed in the face of incomplete knowledge or uncertainties, and the scope of data gathering might be constrained by what the 'objective setting' phase includes or excludes for consideration. **(2) Logic of importance.** Certain phases of planning may be conceived as highly important or indispensable. In contrast, other phases may be considered as smaller steps within an overall phase or optional. To give a few examples, international guidelines have consistently emphasised the importance of a vision setting phase, and its significance in establishing common ground between different stakeholders, as a precursor to agreeing policies. In contrast, there has been wide debate about the importance of zoning or spatial allocation within MSP, with some arguing that this is only appropriate for certain sectors and timeframes or is unnecessarily restrictive; and others arguing that it is the sign of the immaturity of planning systems that so few policies contained in them are spatially explicit. **(3) Logic of context.** Certain goals or phases of planning might be particular to certain places or settings. For example, it has been argued that in low intensity use areas, spatial allocation may not be required as human activities can accommodate one another (however, there is a distinction to be made in zoning for sea uses vs zoning for policies). Another example relates to the way in marine planning systems operate within an already busy legislative context. In such cases, certain phases might be considered either internal (to the marine planning process) or external (belonging to other regulatory regimes, or already achieved within existing planning and management) and if the latter may be signposted or co-ordinated with marine planning, rather than achieved through marine planning.

#### 4.1.2 Lesson Drawing (Practice in Scotland)

##### *Scottish Sustainable Marine Environment Initiative (SSMEI) initiative*

In response to demands for the reform of marine management, the SSMEI initiative 2002-2010, reviewed a range of tools for marine management. Marine planning was identified as a key tool and its core contribution was highlighted as more closely **co-ordinating the functions and goals** of different sectors. An SSMEI Phase 1 pilot report identified key contributions that phases of MSP could make in contradistinction to traditional sectoral approach, in particular to: **generate better information on location and value** (in the broadest sense) of resources; **involve stakeholders** in decision making; and **provide forward planning** for sectors.

##### *Irish Sea MSPP*

SSMEI also built upon lessons learned about MSP from Scottish collaboration in the UK Marine Spatial Planning Pilot for the Irish Sea. The MSPP report [9] states that the marine spatial planning process is arguably more significant than the plan itself in helping to develop effective systems of governance. It identifies the importance of **setting goals**, (sub-phases of **scoping issues, forecasting, generating and evaluating spatial options**), **conducting related sustainability appraisals, consultation, adoption, implementation and monitoring, leading to review**. Gilliland and Laffoley [10] summarise 8 key phases of the planning process (see Fig 4), within certain phases crucially requiring stakeholder engagement. For the **setting objectives** phase, they contrast drawing on wider frameworks and initiatives for high level objectives, versus targets and policies for which the plan would *drive* the agenda, supported by forecasting

and scenario generation. At the **issue identification** phase, they highlight the importance of identifying meaningful options, as a way in which plans can manage conflict and reach accommodation. Broader phases for framing marine planning are also considered, such as definition of relevant planning boundaries, and the need to future proof plans by relating them to **horizon scanning** exercises.

#### *Clyde, Shetland, and Sound of Mull-Argyll MSPs*

SSMEI included a number of pilot studies which explored the application of MSP from 2006-2010. SSMEI pilot programmes in the Clyde, Shetland and Sound of Mull produced draft marine spatial plans (in the latter two locations these were subsequently adopted as supplementary guidance for the local planning frameworks). Reviews of the SSMEI initiatives highlighted the benefits of **information collation** phase to gather data into a single framework so that it can be used easily and efficiently. The three planning processes produced a range of technical documents and tools. Significant initiatives were undertaken to **record current activities and situation** in the marine areas. Attempts were made to map and **identify related policies in other planning frameworks** or strategies, so that there could be greater policy co-ordination. However, it was less clear what phases of the planning process this policy co-ordination might emerge from. Considerable work was done to **identify interactions between sectors**. It was recognised that whilst identifying conflict might be a helpful phase, the plan or planning process may not ultimately be the only vehicle for reconciling this. The planning process led to a range of supplementary reports which accompanied the plan. **Strategic Environmental Assessment** played a role to review policy alternatives, and identify enhancement measures. In addition, a project evaluation concluded that an **assessment of equality impacts** should form part of best practice in meeting wider legal obligations [11]

The Firth of Clyde MSP 2010 planning process is outlined in Fig 5 (this can be compared with the 2017-process under the Marine (Scotland) Act in Fig. 8). Plan development involved a number of preparatory phases of **vision setting, and establishing aims, objectives and principles**. A review of the planning process highlighted that this work took a large proportion of the time, but that more time could be dedicated to a phase of **identifying key issues**. Sectoral goals were established through working groups and background work, although it was recognised that further phases might have been beneficial to bring about integration or accommodation between sectoral interests, and also with terrestrial planning. The report also noted the challenges of identifying appropriate regional sectoral policies, especially those for conservation, in the absence of national framework and nationally agreed priorities<sup>5</sup>. As mentioned in the summary above, interactions between uses were mapped and an SEA was conducted on the plan [12] and reviews of biodiversity and seabed habitats were commissioned to fill knowledge gaps. Marine planning in the Clyde is currently [2017] being taken forward in a second phase (see national marine plan- below).

The Shetland marine plan lessons learned report reflects on 7 years of planning experience over 4 drafts of marine plan from 2006 onward [13]. Shetland takes a local authority led approach to marine planning, which before the Marine (Scotland) Act 2010 drew on distinctive powers granted under the Zetland County Council Act of 1974. This reflects the somewhat unique circumstance that jurisdiction for the territorial sea (up to 12nm) is the responsibility of a single local authority<sup>6</sup>. The Shetland experience highlighted the benefits of collating information (across a range of topics: environmental, cultural, heritage, industry, infrastructure and regulations), and considered some of the sub-steps (see fig 6) involved in this phase, including **undertaking data quality assurance and assessment** [14] [15]. High quality evidence can be used to support a phase of proactive **identification of opportunities for development**, especially through the approach of **constraints mapping**, but this is challenging given the rapidly evolving nature of sectors and industries. Multiple use allocation and locational guidance can offer both more grounded assessment and flexibility than simple zoning. [16]. In order to assess the sustainability of developments, **pressure and impact assessment** phases need to consider cumulative impacts, but approaches for doing so in the are relatively under-developed [17]. The lessons learned report highlights the importance of a phase for **monitoring and assessment** of policies and indicators. One particular policy highlighted for assessment is the spillover benefits of conservation measures to other sectors. The **evaluation** of the overall planning process and outputs is also deemed to be vital, including assessing the use of the final plan within development control

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<sup>5</sup> Some progress on these issues has been made since that time, for example Scottish Natural Heritage (SNH) compiled a list of Priority Marine Features (PMFs)

<sup>6</sup> Although this is the case for other Scottish marine regions such as Orkney and the Western Isles, the territorial sea adjoins with other marine regions in those cases.

and decision-making. Review of the plan have led to introduction of new policy areas in response to sea uses or legislative drivers. Finally, the lessons learned report highlighted the importance of phases which link marine planning to other delivery frameworks, such as **adoption** of the marine plan as supplementary guidance within landuse planning [13]. Marine planning in Shetland is currently [2016-] being taken forward in a new phase (see national marine plan- below).

Sound of Mull MSP 2010 process started with extensive **data collection** across a range of sectors (especially locational data), before working groups were established to **identify aims and objectives** and a wider set of liaison groups **review sectoral interactions** and **collate knowledge on current management practices**. The planning process included **identification of sustainable development criteria** for the plan. A series of supporting assessments were also commissioned including **SEA**; seascape assessment to **identify capacity for development**; and socio-economic profiles to **understand context of each sector**; and surveys of parts to the area to **understand the ecology of key habitats**. The plan was put out to **consultation** before a final draft before being finalised. The project report (SSMEI Sound of Mull 2009), identified that further **implementation** phases which followed up opportunities identified in the plan could have been beneficial in demonstrating the value of the plan. The evaluation also identified the benefits of a one to one **relationship building** phase to involve key stakeholders in the planning effort ahead of planning exercises. The plan was updated in 2011 and proposed/**adopted** as supplementary planning guidance for local authorities dealing with aquaculture consents.

#### *Pentland Firth and Orkney Waters*

The Pilot Pentland Firth and Orkney Waters MSP lessons learned report [[18]] provides an extensive review of the experience of developing this pilot regional marine plan (2011-16). The report highlights the importance of defining goals of the planning process and clear steps to achieve outputs at the earliest stages. In terms of the logical organisation of steps, it is suggests that a **Data gathering** phase, to support evidence base for issue identification and policy options, needs to be early on in the process. In terms of lack of explicit consideration, the lessons learned report highlights the challenge of **identifying sectoral priorities**, and the resource demands of a **stakeholder engagement** phase. The benefits of **Planning issues and options** reporting and consultation, as a vehicle for developing a joint vision for a marine plan are highlighted. The phases of plan development are outlined in Fig.8 in this case unique evolution of the planning process from a sectoral led plan based around energy to a pilot plan for regional marine planning.

#### *Scotland's National Marine Plan*

A formal system of marine planning has been established under the Marine (Scotland) Act 2010. Debates<sup>7</sup> leading up to the establishment of the act involved evidence gathering and amendments to the draft bill- these explored phases of **reviewing, amending and reporting on** plans- particularly who should do this and over what timescales.

The national marine plan sets a policy framework to which regional marine plans conform. Scotland's National Marine Plan (sec 2.9) identifies a number of phases which are required in marine plans under the legislation

- **Assess conditions**<sup>8</sup>
- **Summarise pressures and impacts**
- **Review characteristics and activities of the region**
- **Set objectives**
- **Identify contributions of marine protected areas**
- **State policies for SD**
- **Develop public participation**

These phases mirror the stages through which the national marine plan itself was developed. In addition the national plan was subject to a business/regulatory impact assessment, and review of compliance with the marine policy statement. The formalisation of legislative requirements is significant, as in discussions around

<sup>7</sup> For example, Scottish Parliament Minutes Rural Affairs and Environment Committee, Marine (Scotland) Bill Stage 1. 27 May 2009.

<sup>8</sup> Current Marine Planning Partnerships have been tasked to “prepare an assessment of the condition of the Scottish marine region at the time of the plan’s preparation....and a summary of significant pressures and the impact of human activity on the area or region”

financing, resources, and priorities, what is considered a legal duty to achieve often gets precedence. However, these are phases are put forward in the national plan as the 'basic' requirements for regional planning (sec 2.9), so further steps may be considered necessary. Furthermore, policy needs to be responsive to lessons learned and regional planning may be able to justify revised approaches based on 'relevant considerations' (sec. 2.7)

Further analysis is needed to identify the relevance of lessons learned to future regional marine planning in Scotland.

#### 4.1.3 Lesson Drawing (Practice in England and rest of UK)

Marine planning in England is led by the Marine Management Organisation. Marine Plans for the East of England were developed between 2011 and 2014. A draft Marine Plan(s) for the South of England has been published (2016), and Plans for the North West, South West, North East and South East regions of the English seas are due for completion by 2021. As part of the planning practice by MMO a 12 step marine planning process has evolved. It is instructive to see how these phases have been reviewed between inception (2011, Fig 9) and the present time (2017, Fig 10). The 12 stage process<sup>9</sup> starts with definitions of regions and stakeholders, followed by an exploration of significant issues. Aims and objectives are set and policy options are reviewed before entering into extensive consultation processes. Implementation, monitoring and review form the final phase of the process. One of the lessons learned is that engagement is a priority at certain steps in the process. A second refinement, is more explicit consideration of **options development** and **plan policy development** phases. In effect this entails the production of a wide range of supporting assessments for those phases, which provide an evidence base for setting more meaningful policies. These could be said to constitute new sub-phases within the overall phases of planning- and the role of sustainability appraisal to predict, evaluate, and mitigate the impacts of plan policies is notable in the English system.

#### 4.1.4 Lesson Drawing (Practice in Europe and rest of the world)

The development of pilot MSPs in other European regions has been supported through a series of EU funded research projects- for example in the Baltic region through Baltcoast, Plancoast, BaltSeaPlan, Balticscope and Partiseapate. Fig 11 represents the Plancoast model. This drew on a number of planning pilots, including those for the Baltic region which have a history dating back to 2005, with the development of a marine plan for the German Federal region of Meckelenburg-Vorpommern. The plancoast model [19] is similar to many other processes, but emphasises sequential phases of **undertaking a stocktake; analysis to identify issues and problems** and **developing solutions** (planning options). It identifies a range of established tools such as information systems, scenarios, cost-benefit analysis and impact assessment which can support these phases. The BaltSeaPlan project further elaborated on these phases as 'stocktaking' and 'planning' with different planning 'logics' which can be applied, such as: assessment of spatial requirements for different sea-uses, buffer zones, designations (including zoning) and management recommendations. The Messma project [20] planning process argues that for MSP to take a truly ecosystem-based approach (see Fig 12), a phase of **selecting indicators and thresholds** must be undertaken, so that high level goals on uses of the ocean can be defined relative to trends and capacity.

These guides emphasise that in practice, stages will be done out of step, repeatedly or in parallel, and that the planning process does not work in isolation but is influenced by wider planning and political initiatives. They also argue the importance of considering the entire cycle right from the beginning, so that the process matches the desired outcomes, and steps such as stakeholder engagement and evaluation can be adequately set-up.

Further reflection is needed to apply best practice and lessons learned to the Scottish context. The following section outlines the potential of soft systems methodology to support continual improvement and convergence of ideas, whilst also attending to the unique situations or characteristics of regions.

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<sup>9</sup> MMO (2017) Marine planning and development. 12 step process <https://www.gov.uk/guidance/marine-plans-development>  
Published 2014 [Accessed 30.7.2017]

## 4.2 Scoping the Planning Process: participatory workshops

Despite the existence of a number of international guidelines and experiences of Marine Planning, it still remains for each planning initiative to scope the process which will operate in a given context. This is especially relevant for Scotland's regional marine plans where development of the plan is devolved to newly established partnerships. Using the Soft Systems Methodology approach, this process can be developed in collaborative way with key stakeholders, taking into account their insights and familiarising them with the complex policy and regulatory functions which the plan has the potential/duty to fulfil.

The following outline covers the main steps in the interactive workshop (these are supported by a range of materials and exercises):

### Phase 1: Considering what planning can (and can't) do.

Stage 1: Consider the purposeful activities which planning aims to support: who is does them, what do they aim to achieve, how do they go about this?

Stage 2: Define the transformation(s) which the planning process will bring about

Stage 3: Consider the various actors involved in the process and their potential roles. Identify any important givens or assumptions about the planning process.

### Phase 2: Systems modelling of the planning process

Stage 4: Breakdown the planning process into 7 +/-2 key steps, assign other steps into sub-phases.

Stage 5: Reorder the sequence of the planning phases, according to the logics identified in section 4.1.1

Stage 6: Compare the systems model with that of other workshop delegates and re-draw.

Stage 7: Audit the information and resource requirements for inception and completion of each phase.

Post-workshop, the agreed soft systems model is formalised in a high quality graphic, and analysis is conducted to compare the model with current arrangements, to define any changes that are desirable or feasible.

## DRAFT Costings for Implementing scoping exercise

- Academic facilitator- *lead SSM modelling exercise; train assistants; brief, guide and debrief participants.* 3 days
- Postdoctoral researcher- *prepare resources, facilitate workshop, draft workshop report* 5 days
- Travel and Subsistence- *for workshop participants, including representatives of key stakeholders (N=?)* 1 day per person.
- Workshop Costs- *room hire, refreshments,* 1 day
- Graphic design outputs- *design of formal soft systems models, collation of workshop report* 0.5 days
- Marine/Coastal Partnership Commitments- *identify stakeholders, support modelling exercise, manage and process costs* 4 days

Figure 1 Soft Systems Model of process for Managing Coastal GeoHazards Source: [21]

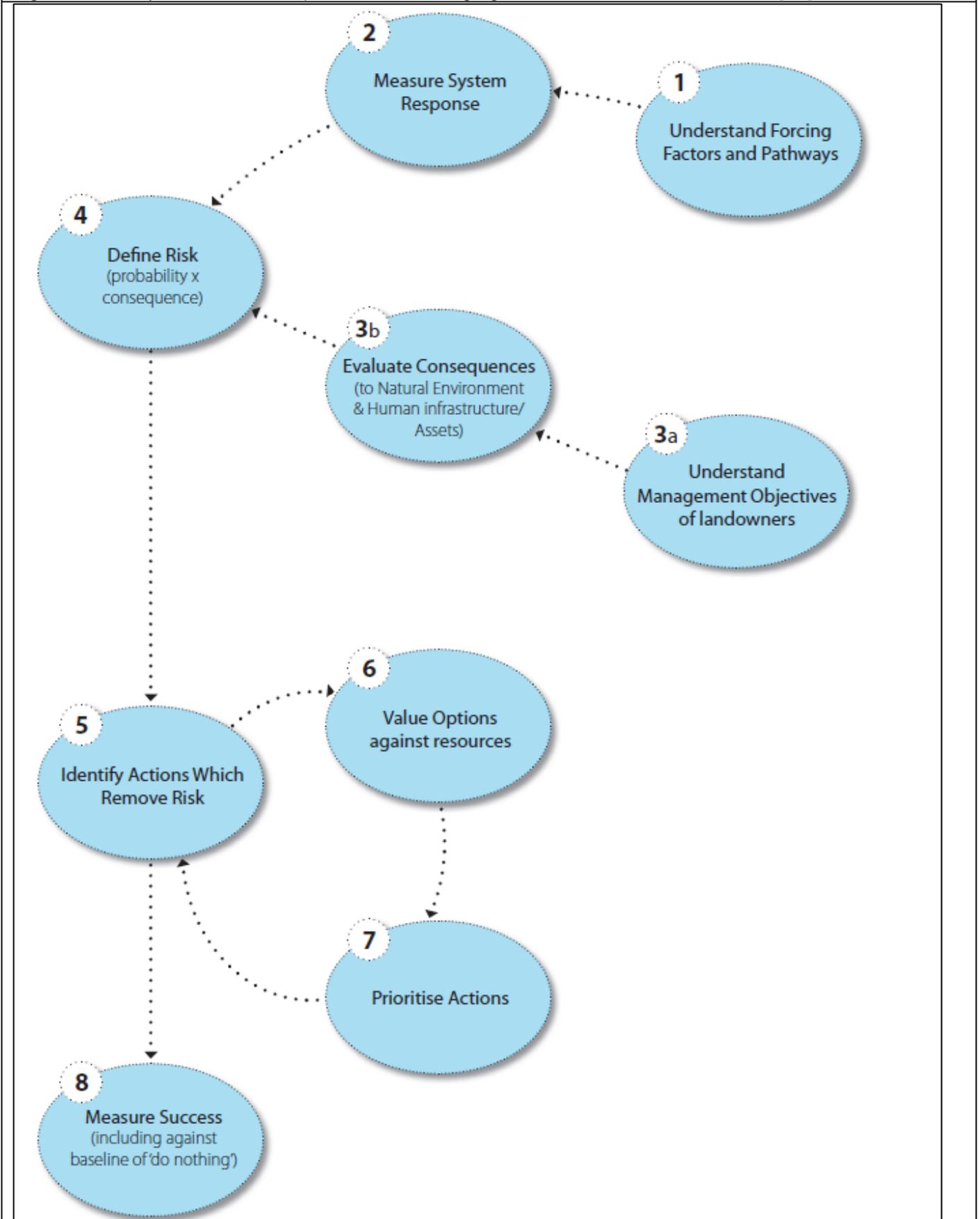


Figure 2 Marine Spatial Planning Process ([5], p16)

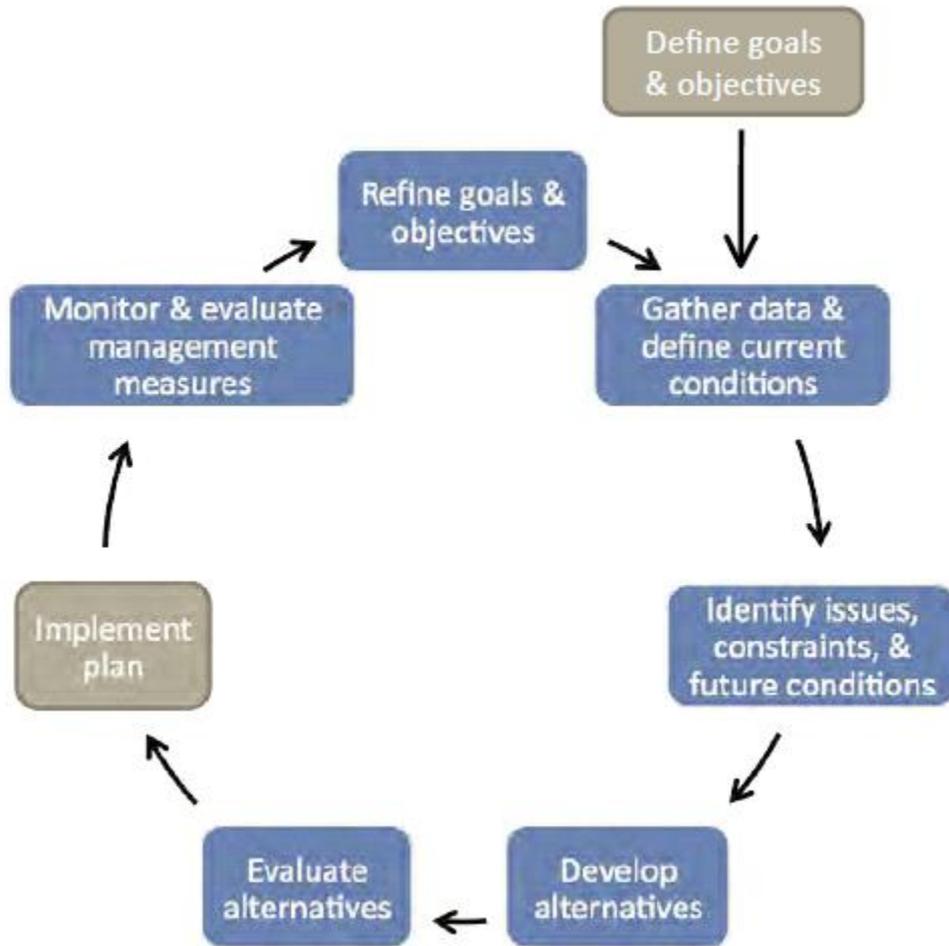


Figure 3 A step by step approach to marine planning [6], p14

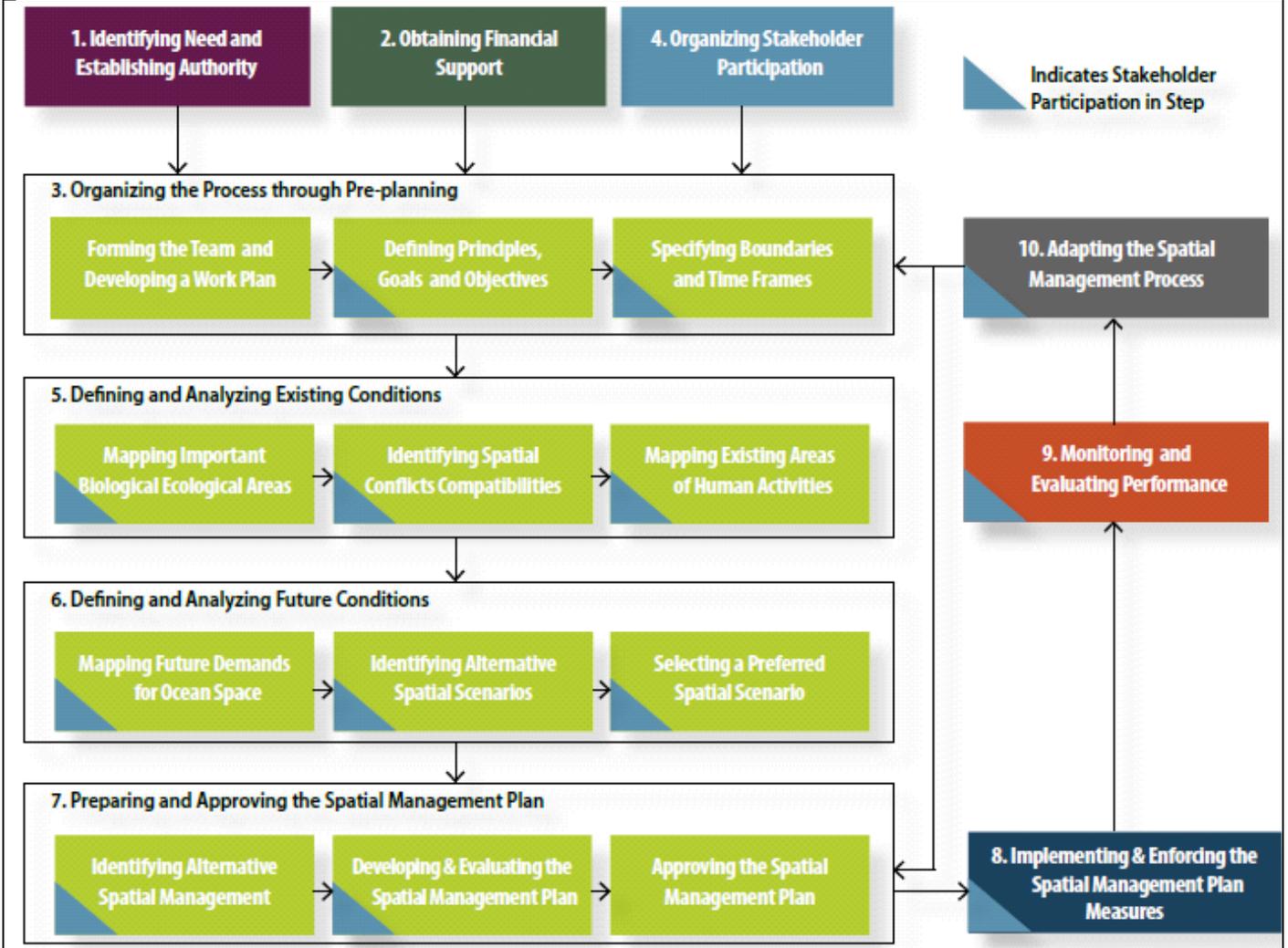


Figure 4 Irish Sea Marine Spatial Planning Pilot Process (Source Gil, p.792)

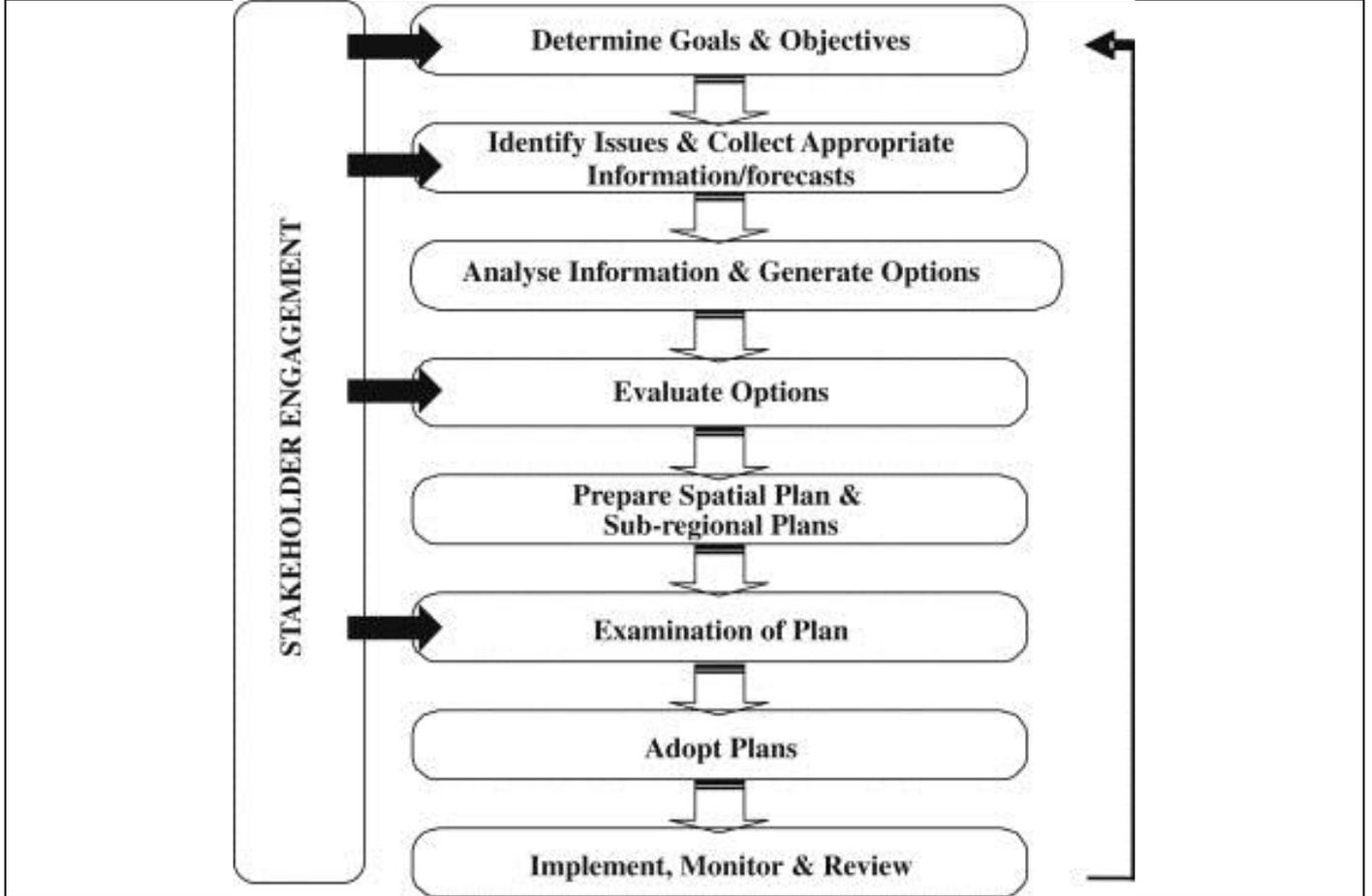


Figure 5 Firth of Clyde Marine Spatial Plan (2009) Process for Plan and Policy Development (source: [12])

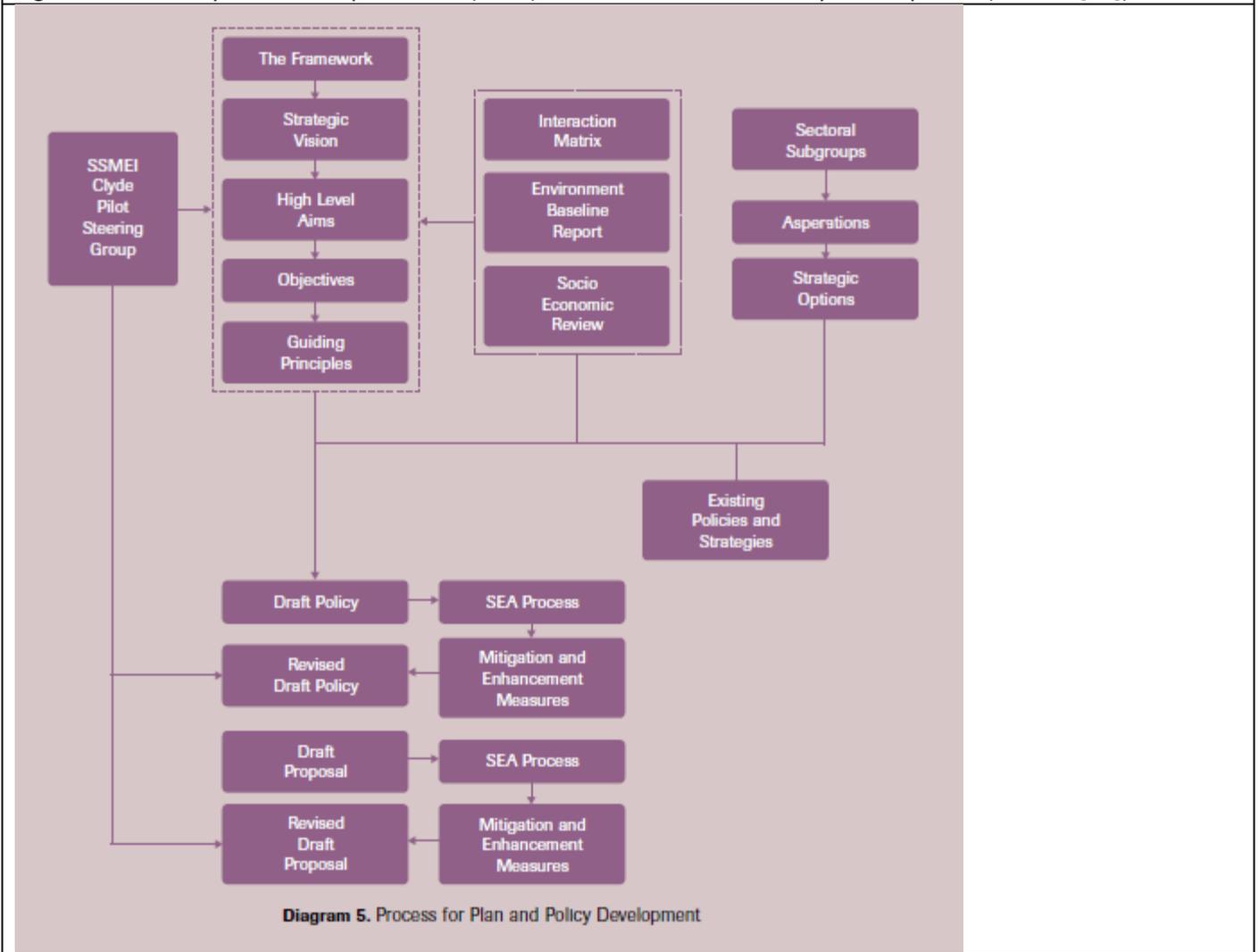


Figure 6 Steps in data collection for MSP ([14], p28)

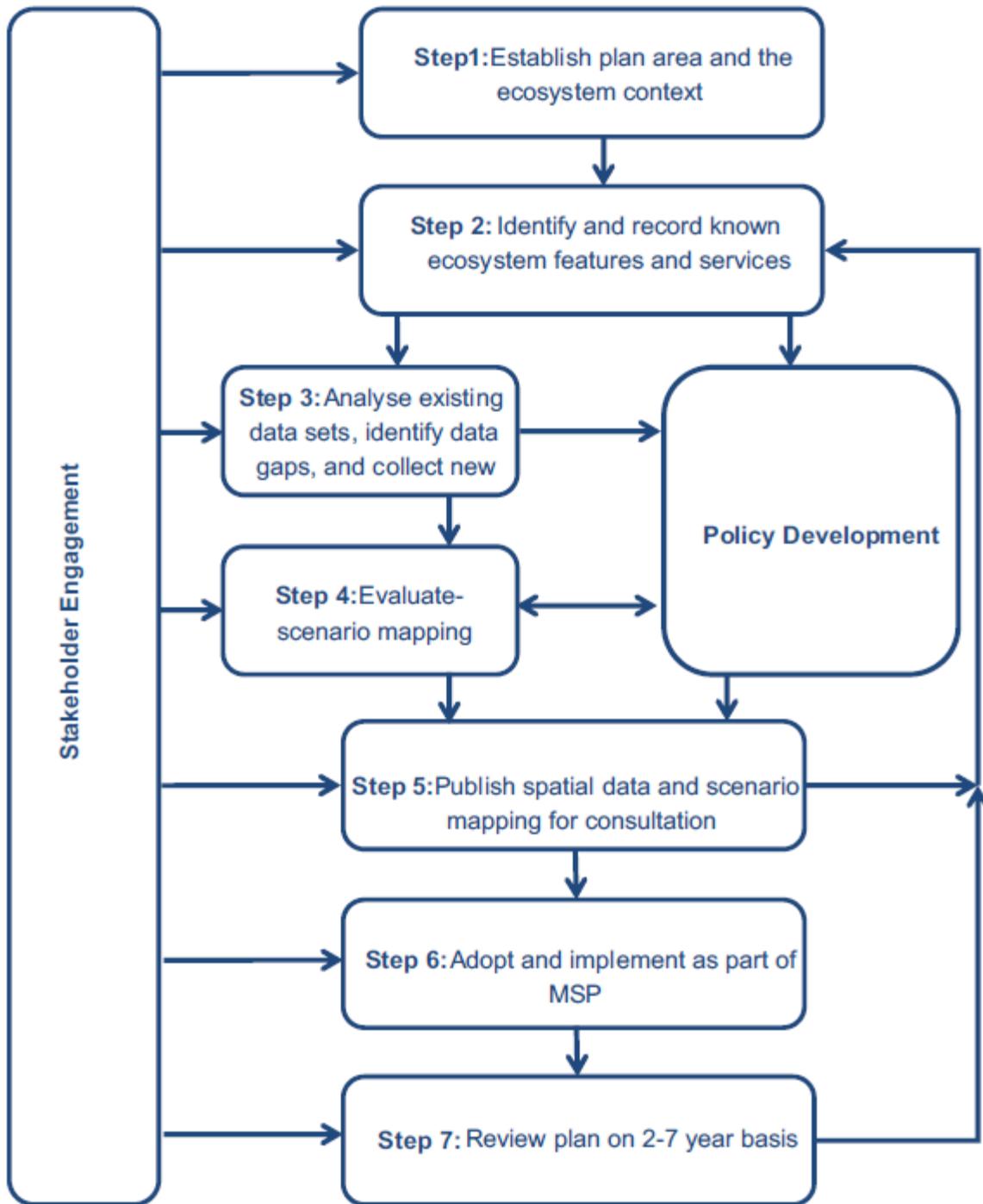
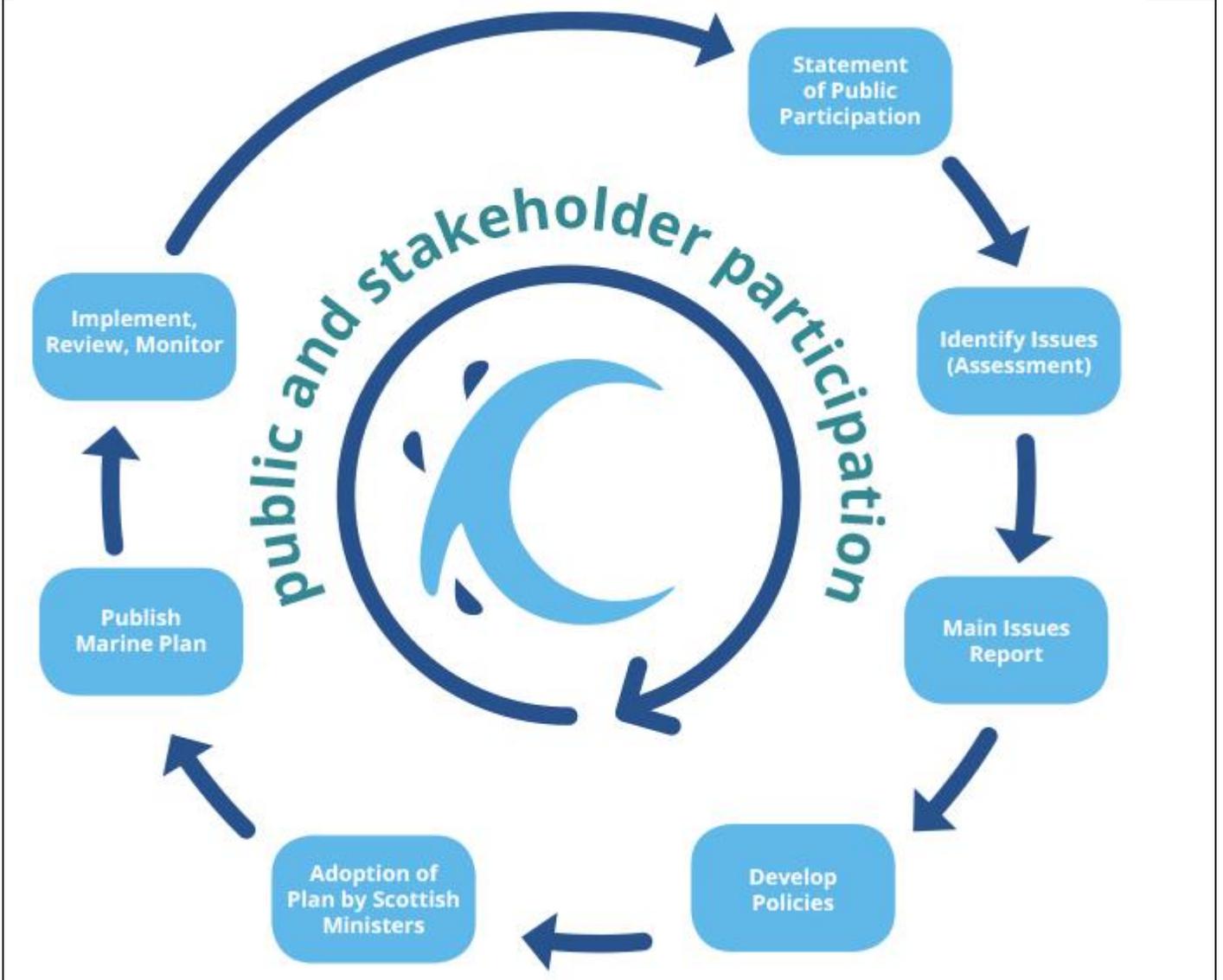


Figure 7 Clyde Marine Planning Partnership Process 2017<sup>10</sup>



<sup>10</sup> In 2017 it has been decided to replace the main issues report with pre-consultation draft report, in line with contemporary planning practice

Figure 8 Steps in the Pentland Firth and Orkney Waters marine spatial plan (2008-2015) source: [18, p27]

|   |  |
|---|--|
| <b>Stage 1:</b><br>Framework & RLG                      | <ul style="list-style-type: none"> <li>Set the framework and baseline for developing the Plan</li> </ul>   |
| <b>Stage 2:</b><br>Research studies                     | <ul style="list-style-type: none"> <li>Filled data gaps identified at stage 1</li> <li>Ran concurrently with stage 3</li> </ul>                              |
| <b>Stage 3:</b><br>Plan Scheme                          | <ul style="list-style-type: none"> <li>Set the plan making process for consultation</li> </ul>   |
| Planning Issues & Options<br>Consultation Paper         | <ul style="list-style-type: none"> <li>Stakeholder events and formal consultation</li> <li>Included draft Environmental Report</li> </ul>                    |
| Consultation Analysis and<br>Consultation Report        | <ul style="list-style-type: none"> <li>Responded to stakeholder contribution</li> <li>Outlines working group actions for preparing the draft Plan</li> </ul> |
| Stakeholder Input                                       | <ul style="list-style-type: none"> <li>Structured discussion to develop policies</li> </ul>  |
| Draft Marine Spatial Plan &<br>Sustainability Appraisal | <ul style="list-style-type: none"> <li>Formal 12 week consultation Jun-Sept 2015</li> </ul>  |
| Consultation Analysis &<br>Modifications Report         | <ul style="list-style-type: none"> <li>Responded to stakeholder contribution</li> <li>Outlines working group actions for preparing the final Plan</li> </ul> |
| Final Plan<br>& associated documents                    | <ul style="list-style-type: none"> <li>Includes Post Adoption Statement and Habitats Regulations Appraisal Record</li> </ul>                                 |
| Review  | <ul style="list-style-type: none"> <li>Lessons Learned Report</li> </ul>   |

Figure 9 DEFRA (2011) Suggested stages of the marine planning framework



Figure 10 MMO Marine Planning Wheel (MMO website)



Figure 11 Plancoast IMSP Process [[19] p. 27]

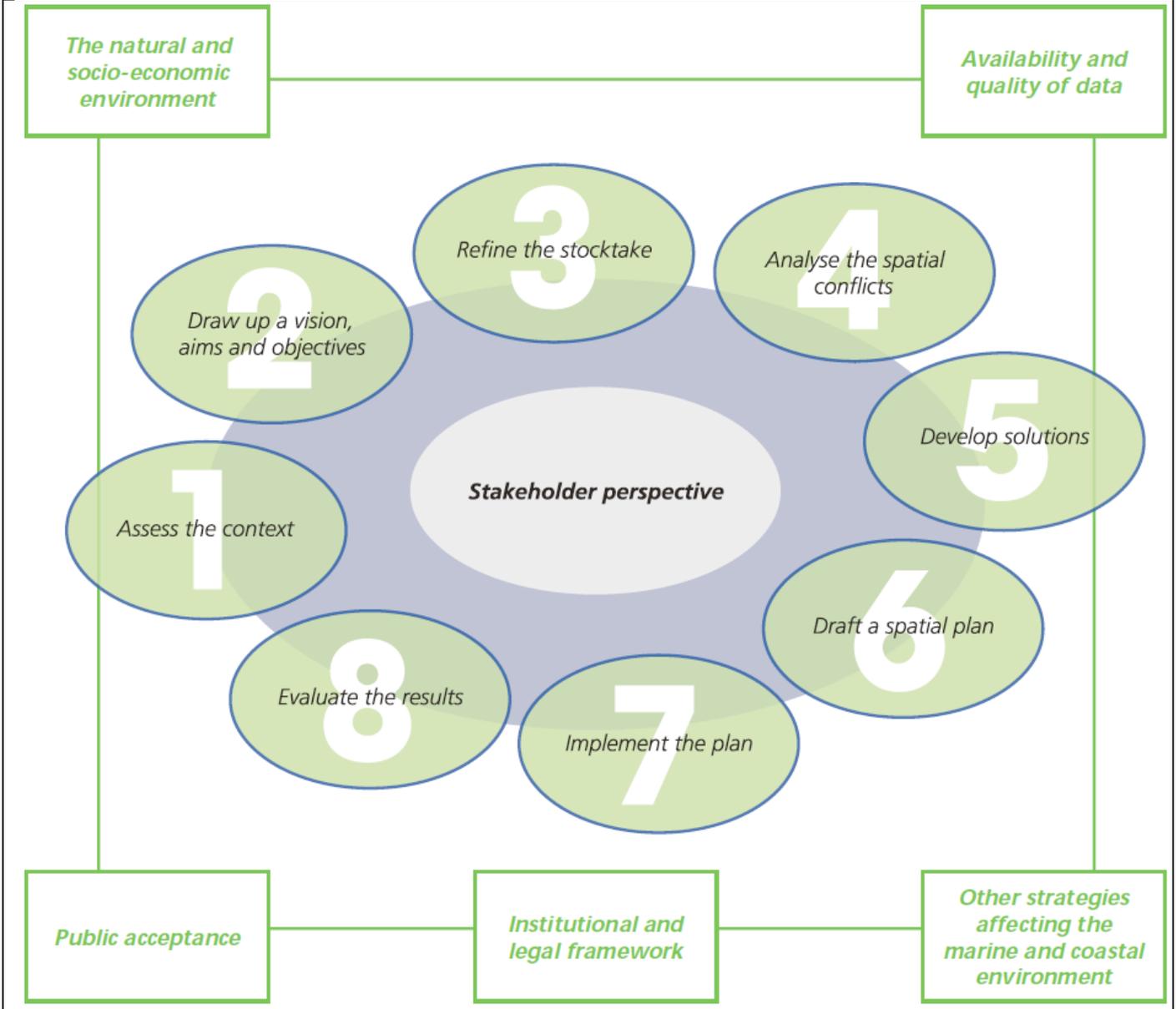
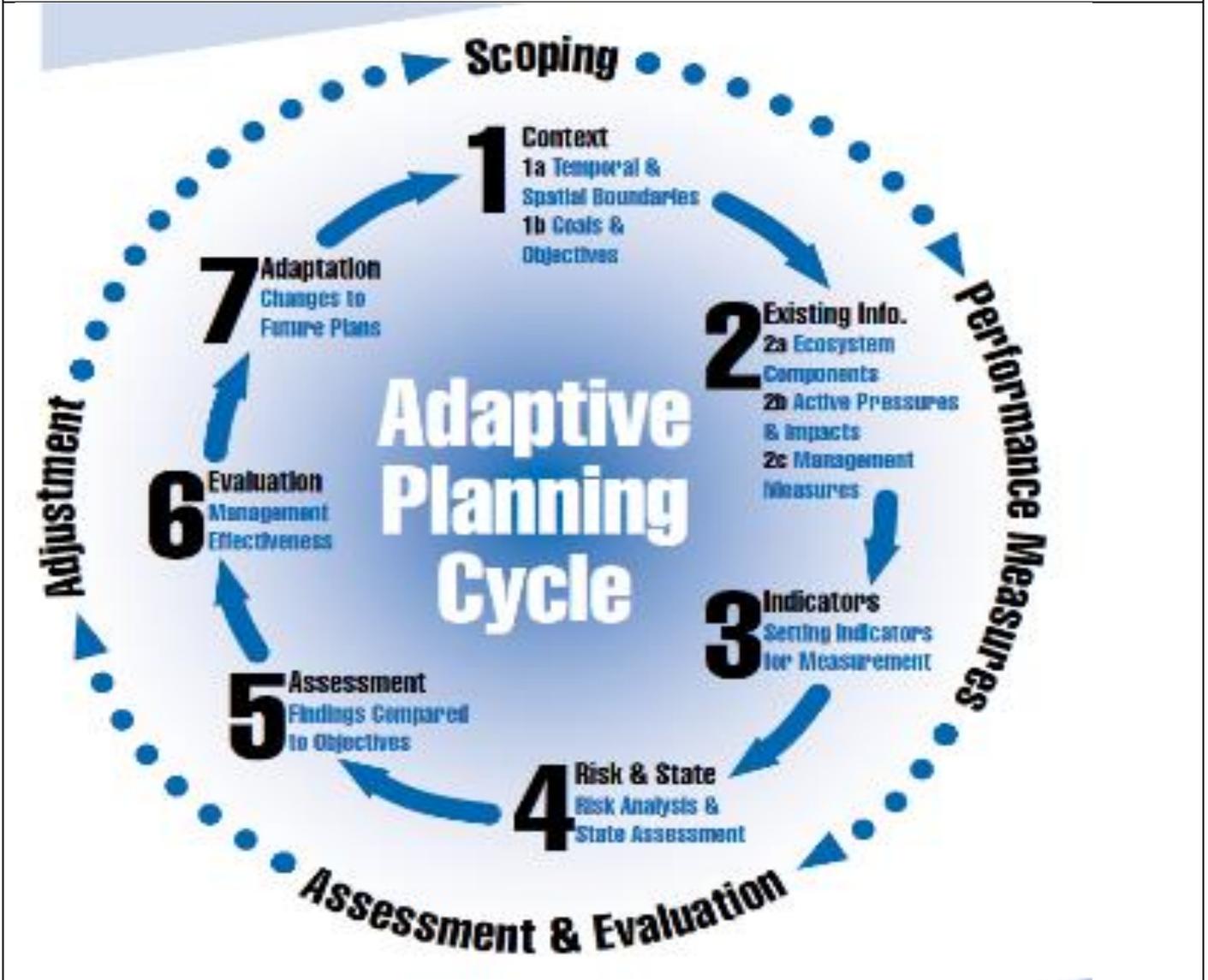


Figure 12 MESSMA Ecosystem-based management for MSP Process [20]



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