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IPI Marine Spatial Planning CPD Series: Introduction to MSP



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**SHAPING A
BETTER
WORLD
SINCE 1845**

A LITTLE ABOUT ME....

- Academic
- Mum
- Sea Lover



This session: Fundamentals

- Basic Rationale as to why MSP needed
- Some definitions
- Property Rights
- Marine Planning Problem
- Comparing LUP and MSP
- Suggested Reading



Welcome to the IPI MSP CPD series

- *“It is time to stop planning with our backs to the sea”* (GAUFRE, 2004)
- Different mindset for how we think about and use the sea
- Get rid of our *“Seablindness”*!





Why do we need MSP?

- Ocean are fundamental to the **health** of the planet
- Our seas and oceans are a **limited** and **scare resource** (ORE different view?)
- **Public awareness** of pressures on the sea and marine problems heightened
- Case for **state intervention** in managing marine development is gathering momentum
- Recognition of **international efforts** to better plan and manage the sea
- Introduction of formal marine planning system demarcates a **new vision**

Why do we have MSP? We have to!

28.8.2014 EN Official Journal of the European Union L 257/135

DIRECTIVES

DIRECTIVE 2014/89/EU OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 July 2014 establishing a framework for maritime spatial planning

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 43(2), 100(2), 192(1), and 194(2) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee (1),

Having regard to the opinion of the Committee of the Regions (2),

Acting in accordance with the ordinary legislative procedure (3),

Whereas:

- (1) The high and rapidly increasing demand for maritime space for different purposes, such as installations for the production of energy from renewable sources, oil and gas exploration and exploitation, maritime shipping and fishing activities, ecosystem and biodiversity conservation, the extraction of raw materials, tourism, aquaculture installations and underwater cultural heritage, as well as the multiple pressures on coastal resources, require an integrated planning and management approach.
- (2) Such an approach to ocean management and maritime governance has been developed in the Integrated Maritime Policy for the European Union (IMP), including, as its environmental pillar, Directive 2008/56/EC of the European Parliament and of the Council (4). The objective of the IMP is to support the sustainable development of seas and oceans and to develop coordinated, coherent and transparent decision-making in relation to the Union's sectoral policies affecting the oceans, seas, islands, coastal and outermost regions and maritime sectors, including through sea-basin strategies or macro-regional strategies, whilst achieving good environmental status as set out in Directive 2008/56/EC.
- (3) The IMP identifies maritime spatial planning as a cross-cutting policy tool enabling public authorities and stakeholders to apply a coordinated, integrated and trans-boundary approach. The application of an ecosystem-based approach will contribute to promoting the sustainable development and growth of the maritime and coastal economies and the sustainable use of marine and coastal resources.

- In July 2014, the European Parliament and the Council adopted Directive 2014/89/EU to **create a common framework for maritime spatial planning in the European Union.**
- In broad terms, the Directive places **a legal requirement** on Member States to develop and implement Maritime Spatial Plans (MSP) by 2021 at the latest.

Restructuring the sea

- Marine environments: subject to multiple and conflicting uses
- **Traditional Uses:** Shipping – conservation – fishing – recreational + tourism – defence – research – energy exploitation

V.

- **Growth of new sectors** – ORE/ Floating /solar / hydrogen production/ storage/ nature-based solutions

= Significant economic and social challenges with **clear spatial** and **institutional implications**

- Regulatory and institutions have become an **administrative battleground**



Marine uses previously

- *"largely sectoral, reactive, application-led, centralised, remote....characterised by ad hoc planning, extensive duplication, inadequate coordination and integration, and limited information gathering, enforcement and monitoring"*

(Tyldesley, 2004)



Evolution of Marine Planning Governance

The sea viewed as 'unplannable' and 'undevelopable'?

- Application of terrestrial planning not easily applied to the sea – **Why?**
- State jurisdiction and controls over marine waters = **weak**
- Sea considered as a space with **common rights** for navigation and shipping and fishing
- Pattern of activities **dynamic** and **overlapping** and **tidal**
- Licensing was regulated by separate government agencies – **creation of silos**
- Little sense of **comprehensive integration** of activities
- Add **Borders** and **boundaries** into the mix...
- → **Governance** of coastal marine environments developed as *piecemeal, sectoral and complex*

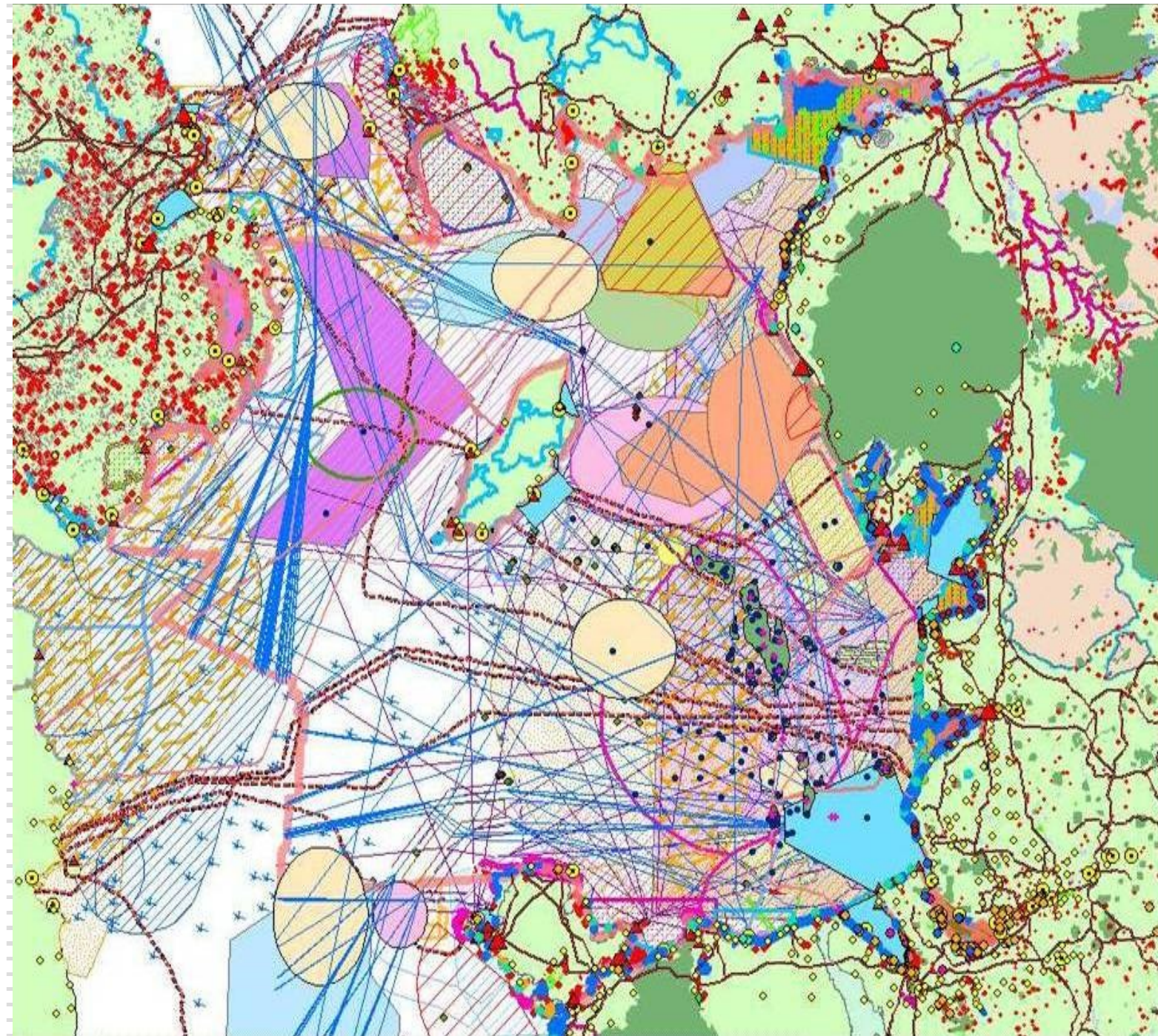
Busy seas becoming busier

- **Key Activities Represented 200+ GIS Layers of marine and terrestrial activities:**

- *Landuse – Tourism – Oil & Gas – Mariculture – Coastal Defence – Ports & Navigation – Military Activities – Culture – Conservation – Dredging & Disposal – Submarine Cables – Fishing – Renewable Energy – Marine Recreation – Mineral Extraction*

- **Multiple Uses** – Spatial and Temporal Data for the **4D** water column – above sea → subsea

Source: MSPP (2006) with kind consent for use from Dr. Stephen Hull of ABPmer



Planning for busier seas?

- **Maritime activities** such as shipping, renewable energy generation and transmission, recreation, tourism, nature conservation, research, blue technology

V

- **Maritime impacts** such as marine litter, traffic, noise, pollution, sea level rise, warming, erosion, flooding eutrophication etc
- **All span national borders = transboundary issues**
- **Must acknowledge that coastal and marine matters are not even across the UK and Ireland**
- MSP is needed to facilitate activities and impacts in a plan
- Yet care is needed in informing our understanding of the marine environment
- **Intervention must be appropriate**



Back to Basics: who owns the sea?

- Hugo Grotius – Father of International Law
- Established Doctrine of MARE LIBRUM
- Open access to common property – 400 years

“The sea that belonged to no one, free for all pioneers and explorers” Russ and Zeller, 2003, pg. 76

- Notion of seas being free and open to all – explains why perhaps over exploitation – over development and degradation
- Introduction of state controls (through MSP) challenges MARE LIBRUM- MARE RESERVARUM



Hugo Grotius

Complex bundles of property rights

- Marine property rights have evolved over time
- *“Open Access”, “Private Property”, “Communal Property”*
- Defined rights by certain groups or bodies may exclude others
- Different rights may overlap
- State-market-civil relations may vary
- Irish Government and Crown Estate (UK) enjoy particular rights – such as explore and utilise natural resources to 200nm and ownership of seabed to 12nm
- Rest is vested in public (local authority) or private landowners



Purpose of MSP

- Original purpose of MSP – Regulating and rationalising sea use
- Future strategic visioning
- Bring a more coordinated and integrated framework for controlling impacts and make it easier to bring development forward
- Implement ecosystem-based approach
- Purpose continually evolving to incorporate more and more:

Transboundary impacts – SDGs- Climate change and ORE Targets

Definitions of MSP from Planners

- **Academic** - Early definitions, coming from the more 'qualitative' disciplines, can be found on pg. ii of Jim Claydon's 2006 article in Town Planning Review:

TPR, 77 (2) 2006

Jim Claydon

Viewpoint

Marine spatial planning: a new opportunity for planners

For over half a century, land use planning has been accepted as an effective means of managing the competing demands of development and conservation in the UK. In a heavily populated country where the countryside is highly prized but of relatively low financial value, all political parties have supported the principles of the Town and Country Planning Act of 1947. While the rationale for planning and the detailed means of its implementation have varied over time, the continuing basic elements of development plans providing for future needs and the related system of planning consents and enforcement have supplied the mechanisms for putting the legislation into operation.

The marine environment, however, has not benefited from the same degree of management. In fact while there is a rapidly increasing understanding of the importance of the marine environment in ecological terms and at the same time rising demands on marine space for new uses such as energy production and recreation, the consenting mechanisms remain uncoordinated, sectoral and short-term – a position similar to that for land use decisions before the 1947 Act.

It is difficult to conceive of the translation of land use planning to the marine environment without an important recent conceptual shift in the system. The 2004 Planning and Compulsory Purchase Act introduced the idea of spatial planning. This is a model borrowed from European approaches to planning and encompasses concepts of integration horizontally across policy topics and geographic areas, and vertically between different levels of plan from local to national.

In this Viewpoint I will argue that marine spatial planning (MSP) is essential for safeguarding our seas from irreversible degradation and to provide certainty to those with marine economic and social interests. In addition there is an opportunity for planners to bring their expertise to bear on a new policy environment, with the UK government expected to issue a consultation paper in the spring of 2006 and a Marine Bill due before Parliament in the autumn. The Bill is likely to propose the production of regional marine spatial plans for UK territorial waters which will require the input of both marine specialists and those with the knowledge and skill to prepare plans.

What is marine spatial planning?

Marine spatial planning is an idea which has yet to be demonstrated in practice. It is, however, an idea which has strong support from marine NGOs (e.g. see Wildlife and Countryside Link, 2005) and from the government, having been trailed in the Labour party election manifesto in 2005 and the Queen's Speech later the same year. In a Defra-sponsored project, consultants have produced a pilot plan for part of the Irish Sea (MSPP Consortium, 2005b). The pilot demonstrates not only what a marine spatial plan might look like and contain but also sets out a process for its production and a justification for MSP as an activity.

The pilot defines MSP as follows:

An integrated, policy-based approach to the regulation, management and protection of the marine environment, including the allocation of space, that addresses the multiple, cumulative and potentially conflicting uses of the sea and thereby facilitates sustainable development. (MSPP Consortium, 2005c, 1)

International Definition

- United Nations Educational, Scientific, and Cultural Organization (UNESCO) define MSP as:
- ‘a public process of analysing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic and social objectives that are usually specified through a political process’ (Ehler & Douvère, 2009, p. 18).

EU Definitions

- EU Maritime Spatial Planning Directive (2014)

"A process by which the relevant Member State's Authorities analyse and organise human activities in marine areas to achieve ecological, economic, and social objectives" Art 3(2)

The Marine Planning Problem



- *Peel, D. and Lloyd, G. (2004) The Social re-construction of the marine environment: towards marine spatial planning, Town Planning Review, 75(3), pp. 359-378*
- Increasing intensity of marine related activity
- → negative consequences for ecological and physical conditions
- Expansion of traditional activities v. new innovative activities
- → Disjointed regulation of the activities = cumulative impact and pressures = more conflicts + tensions

- **Marine Planning Problem = 2 strands**
 - **Environmental** – deteriorating environment – fish stocks – water quality – land-sea interactions
 - **Institutional fragmentation** – piecemeal regulation – sectoral operation and regulation – varied boundaries – **overlaps** in jurisdictions

Common Characteristics of MSP

- **Ecosystem Based** – balancing 3 pillars of Sustainable Development (Env/Econ/Soc)
- **Integrated** across sectors and agencies and among layers of government
- **Place based** or area based
- **Adaptive** – capable of learning from experience and responding to changing conditions
- **Strategic** and anticipatory – focus on the long term
- **Participatory** – active involvement of stakeholders

Similarities + Differences between TSP and MSP:

Cross-learning is possible between TSP and MSP - but **appreciate different 4D environment** = constraints for any potential transfer of learning.

Need to try to remember **different environmental, legal and cultural characteristics** of the marine areas as well as biophysical, cultural, heritage, historical and emotional

There are also distinct **similarities** between TSP and MSP:

- Common concern to **control adverse impacts of human development**
- Planning started as a social movement to improve quality of life, in the Victorian times people were living in squalid conditions, so first planning laws were introduced as a way of slum clearance – which then led to rapidly built and unregulated cities from the 20th Century.
- Similar underpinning for MSP

Similarities

- Continual changing paradigms
- Introduction of an MMO – Marine Management Organisation (in England) – **equivalent to a central planning authority with development management (control) functions**, publication of the **High Level Marine Policy Statement and Marine Plans**.
- In the UK, TSP the implementation mechanism is around Planning Trinity: **'development management'** **'Forward planning'** **'enforcement'**
- Implementation mechanism for MSP may be similar process of consenting for the right to undertake marine activities
- **Public regulation of private interests.**

Progression of Marine Planning – is it 21st Century?

MSP at a similar point now of where Land Use Planning was back with the UK 1947 Act/ROI 1963 Act?

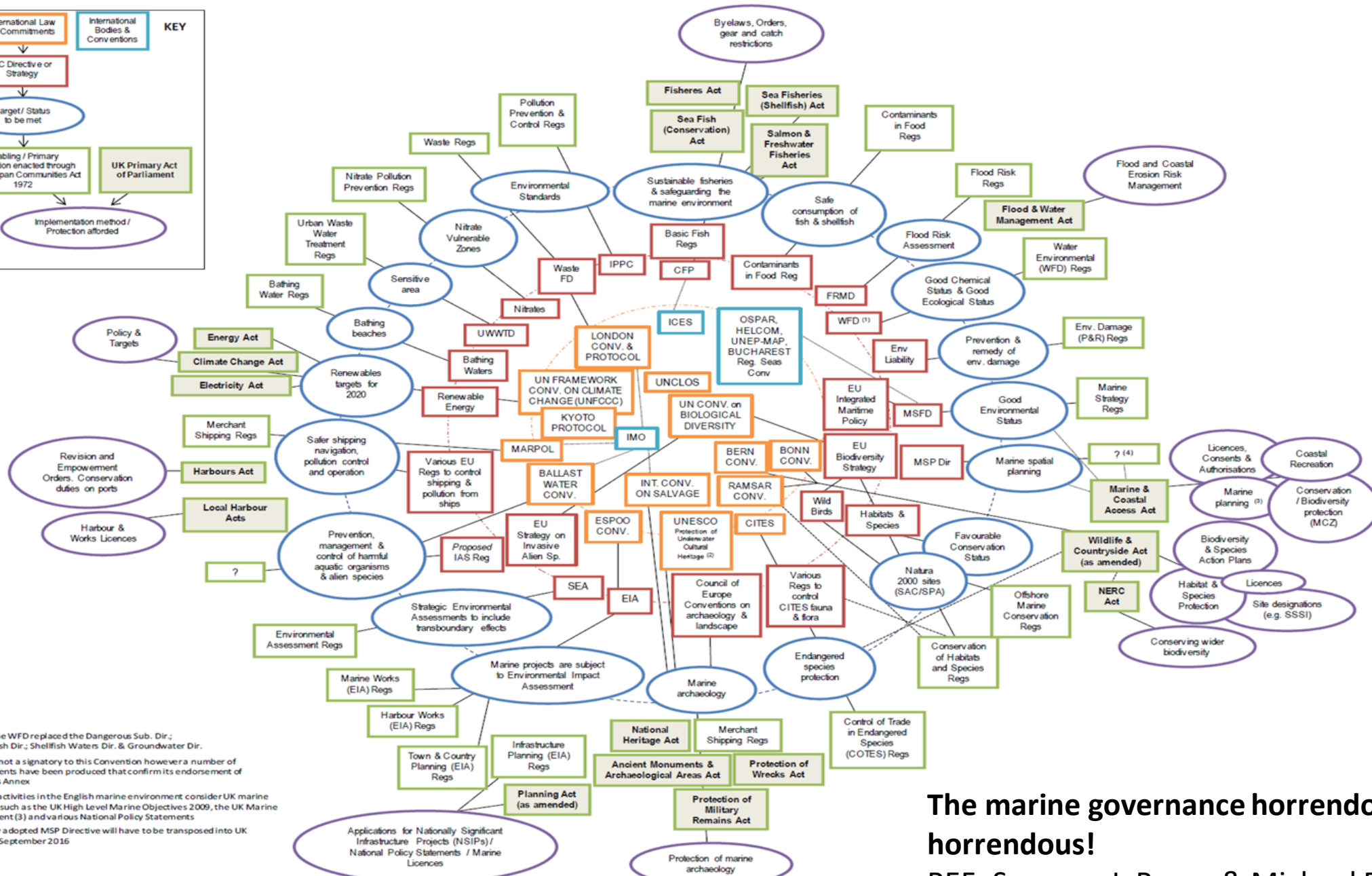
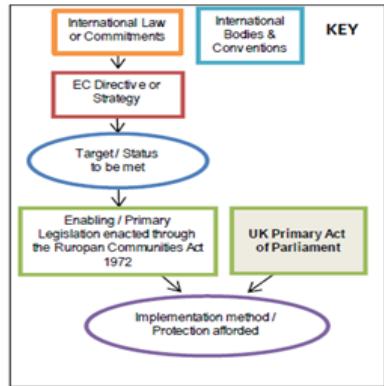
The beginnings of land use planning based on the following:

- Art based process of physical design – architecture, engineering
- Linked to systems thinking – scientific process rather than creative process requiring analysis of data
- From systems – became piecemeal, incremental, opportunistic, pragmatized and politicized.
- Planning paradigm was – art and science – planner as expert – specialised knowledge and skill – making judgements on behalf of the public about what type of environment is desirable to create using powers provided by state...value free planning process is now challenged
- Planning is inherently political in character.

Stakeholder engagement in the marine environment

- Different to Land – much more complex – different stakeholders
- Physically and dimensionally different - no fences – borders
- Concept of *Mare Librum* – curtailed by MSP
- Starting points different for engagement – motivations, rationale and context
- Land= post war development (1947) – social science
- Sea = sustainable development & ecology - natural sciences
- Marine property rights – exist – but different manner
- Very complex mix of public property rights – fuzzy boundaries

Lots happening institutionally and legislatively



(1) In 2013 the WFD replaced the Dangerous Sub. Dir.; Freshwater Fish Dir.; Shellfish Waters Dir. & Groundwater Dir.

(2) The UK is not a signatory to this Convention however a number of public statements have been produced that confirm its endorsement of the rules in its Annex

All regulated activities in the English marine environment consider UK marine policy drivers such as the UK High Level Marine Objectives 2009, the UK Marine Policy Statement (3) and various National Policy Statements

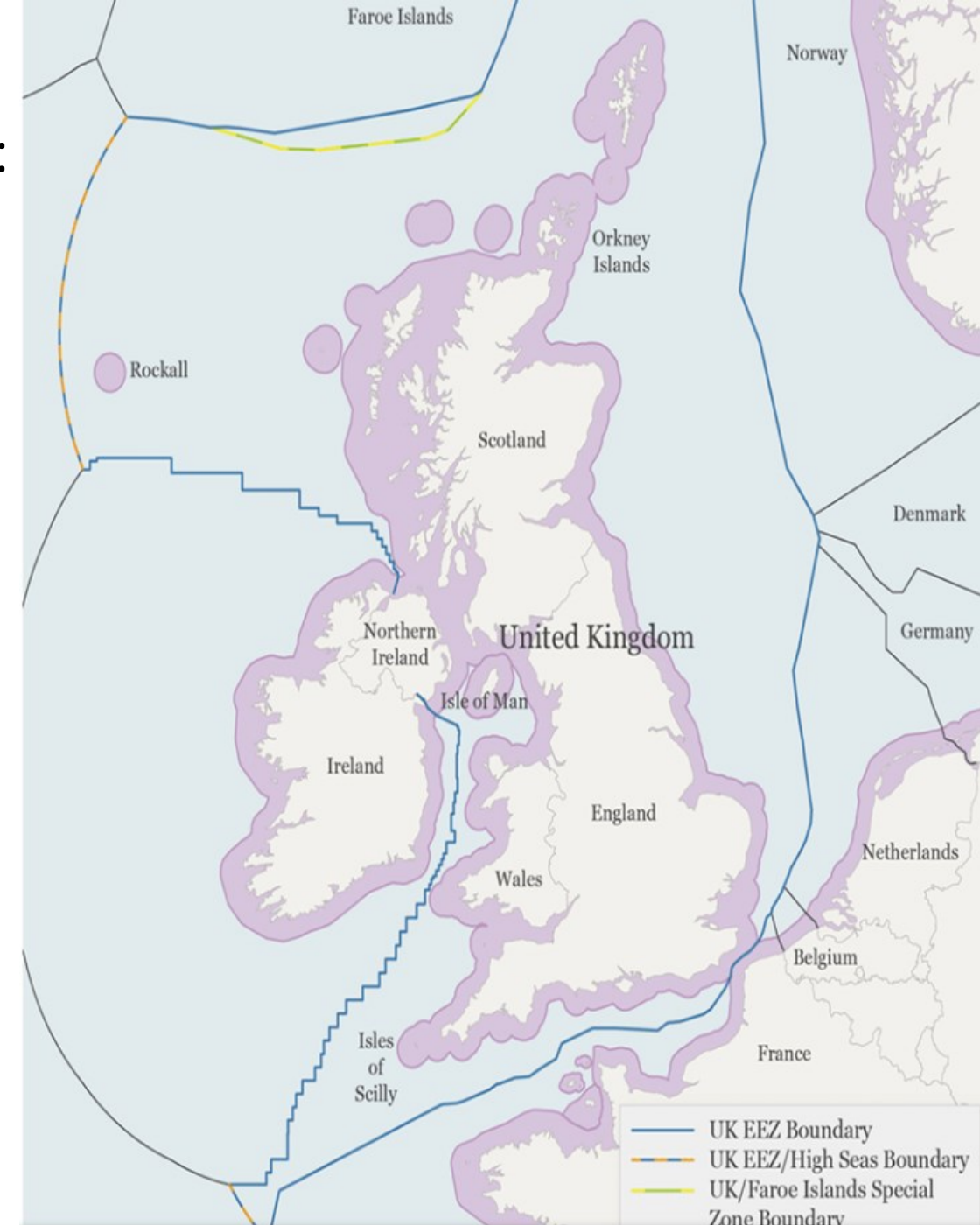
(4) The newly adopted MSP Directive will have to be transposed into UK legislation by September 2016

The marine governance horrendogram just got more horrendous!

REF: Suzanne J. Boyes & Michael Elliott

The provenance of MSP in UK and Ireland: A Challenging Context

- 1st UK DEFRA Marine Nature Conservation reviews early 2000s
- 1st wave of academic planning papers and research 2004
- 1st UK Legislation Marine and Coastal Access Act 2009
- 1st Joint UK High Level Marine Objectives
- 1st Scottish Legislation – Marine (Scotland) Act 2010
- 1st Northern Ireland Legislation Marine (NI) Act 2013
- 1st EU Directive for Marine Spatial Planning 2014
- 1st East inshore and offshore English Marine Plans 2014
- 1st Scottish National Marine Plan 2015
- 1st Welsh National Marine Plan 2019
- 1st Draft Northern Ireland Marine Plan 2018 (formal adoption?)
- 1st Irish National Marine Planning Framework 2021
- 1st Irish Maritime Area Planning Act 2021



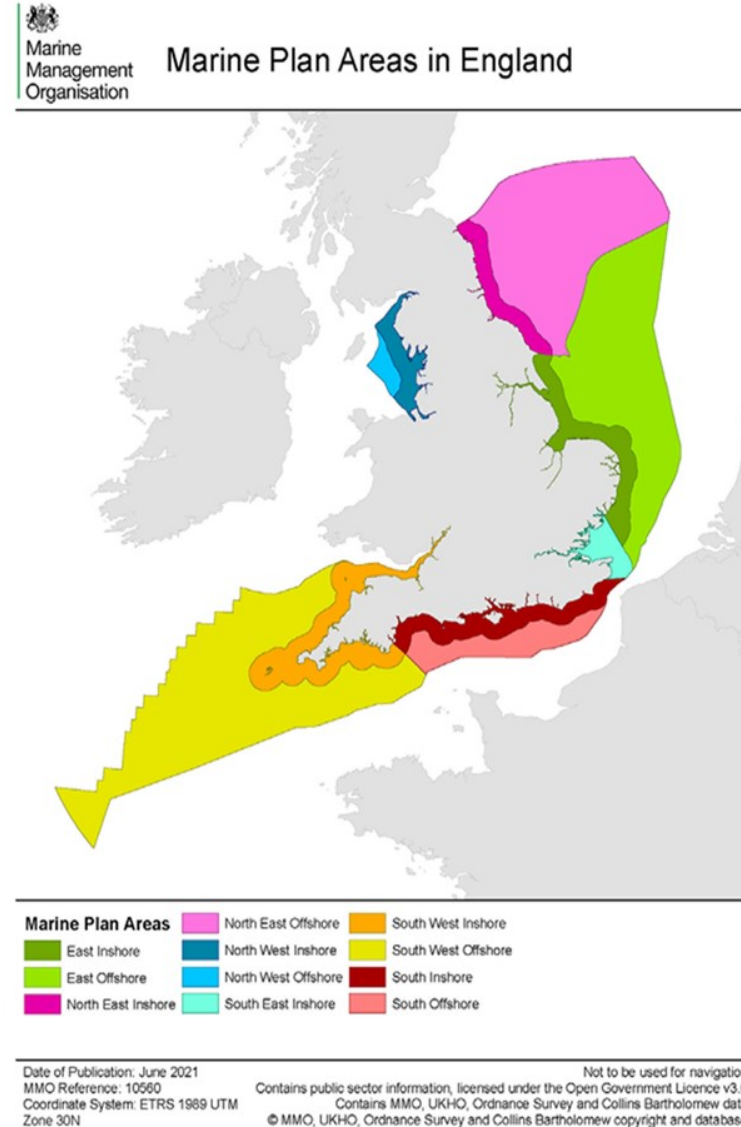
Source: <http://iilss.net/maritime-boundaries-between-france-and-u-k-great-britain-and-northern-ireland/>

How are we doing MSP?

- UK and Ireland creating entirely new planning systems
- Not like other European Countries – integrated marine with Land (Germany)

Primary UK legislation

- Marine and Coastal Access Act 2009
- With Additional legislation in Scotland and Northern Ireland
- England x 11 plans



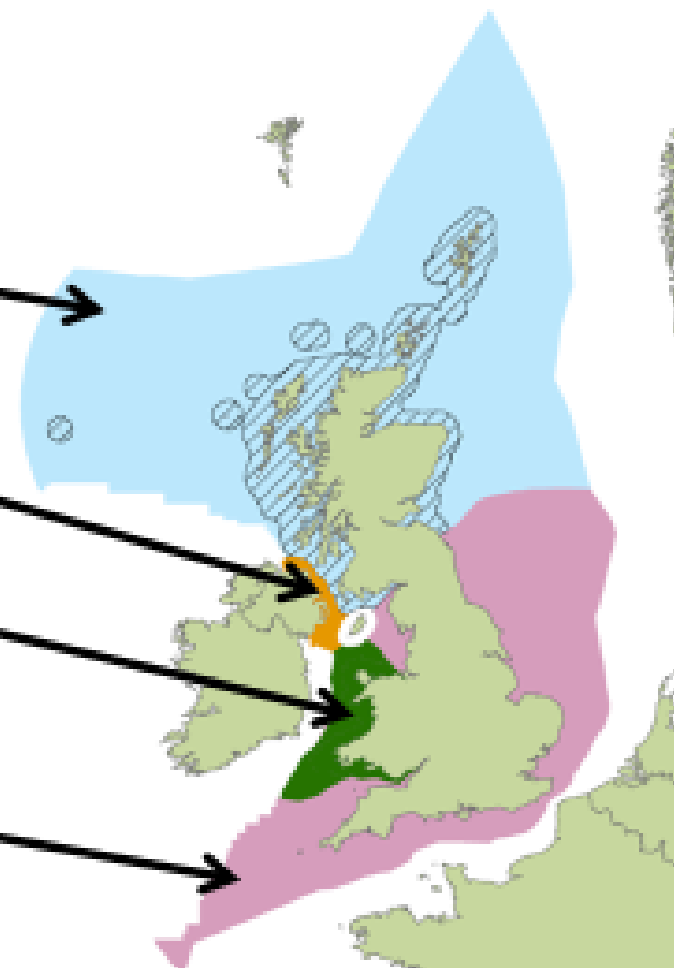
UK marine planning authorities

Marine Scotland,
Scottish Government

Department of Agriculture,
Environment and Rural Affairs, NI
Executive

Marine Policy Division, Welsh
Assembly Government

Marine Management Organisation (Defra
Secretary of State)



The **North West** Marine Plan

Documents

Documents:

- **North West Marine Plan**
- **North West Technical Annex**
- **Sustainability Appraisal**
- **Habitats Regulation Assessment**

- Marine Plan Vision
- Marine Plan Objectives
- Marine Plan Policies

The Solway Firth border with Scotland
and the River Dee border with Wales

...ambitious for our seas and coasts

North West Inshore and North West Offshore Marine Plan

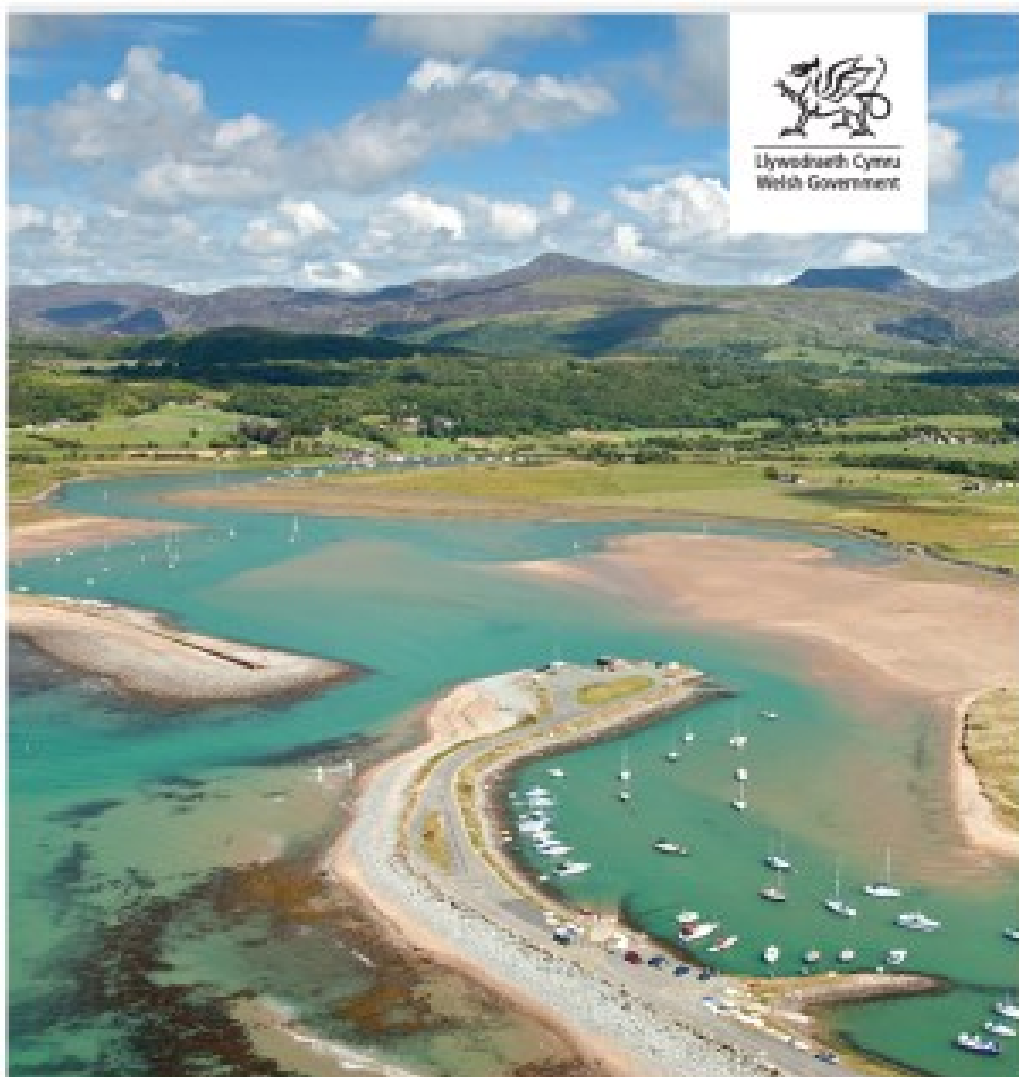
June 2021





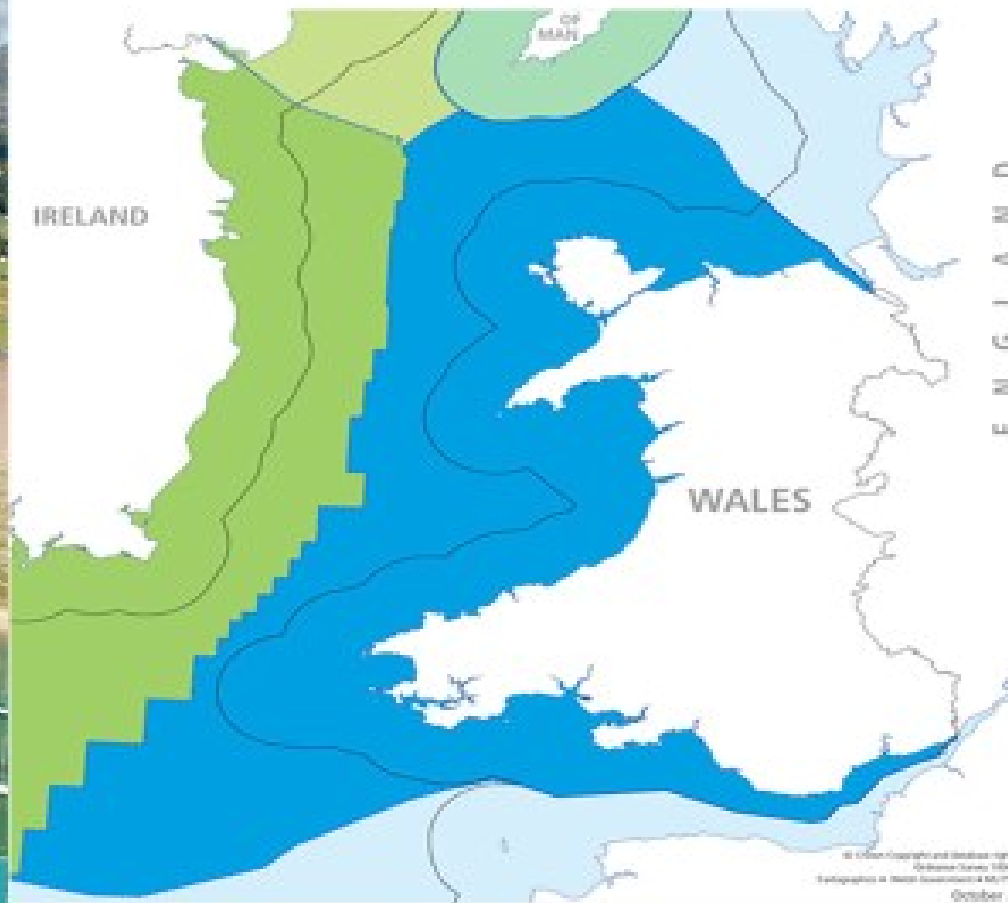
Llywodraeth Cymru
Welsh Government

Wales Marine Plan



Welsh National Marine Plan

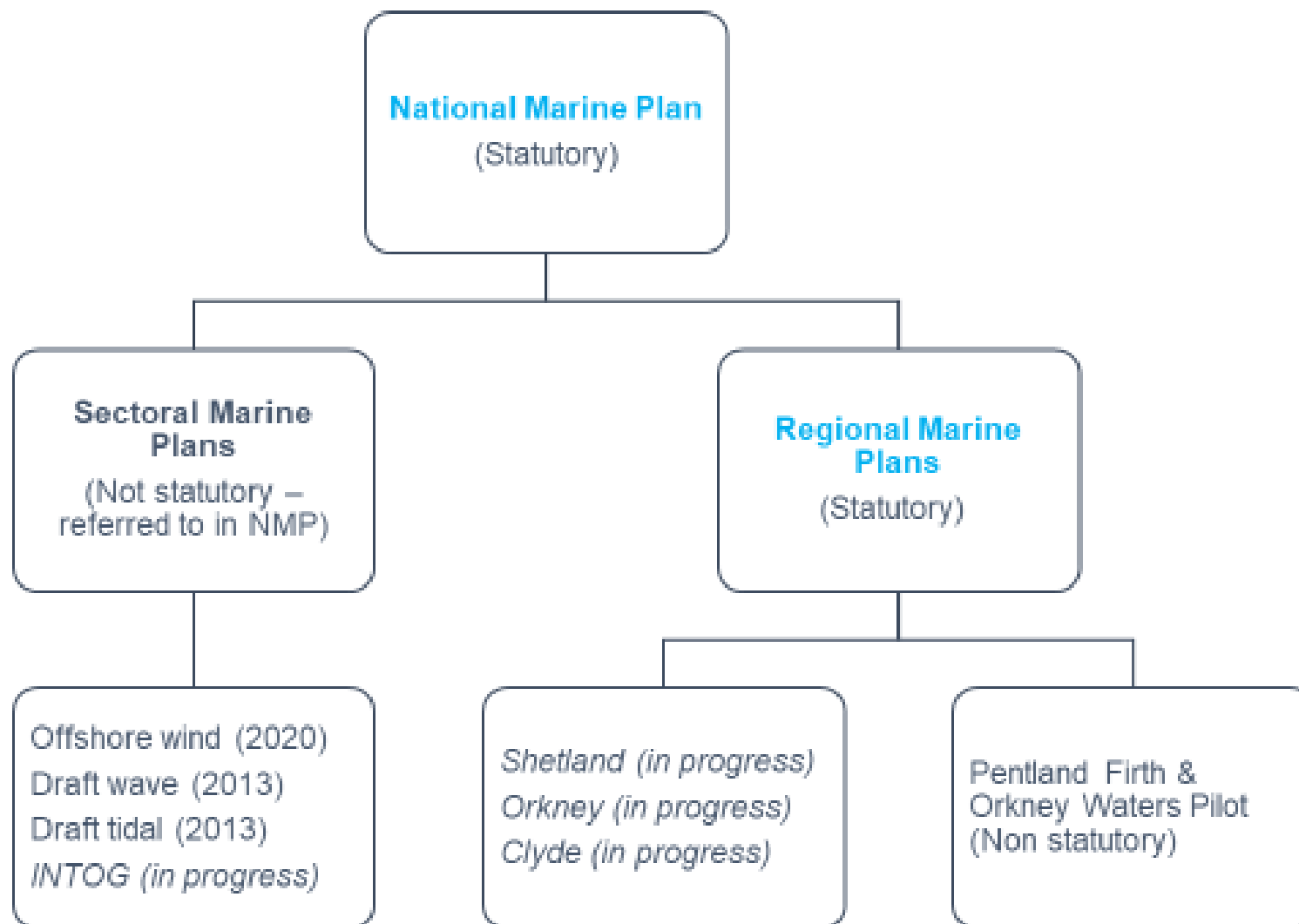
November 2019



Marine Plan Vision for Wales:

Welsh seas are clean, healthy, safe, productive
& biologically diverse

Family of marine plans



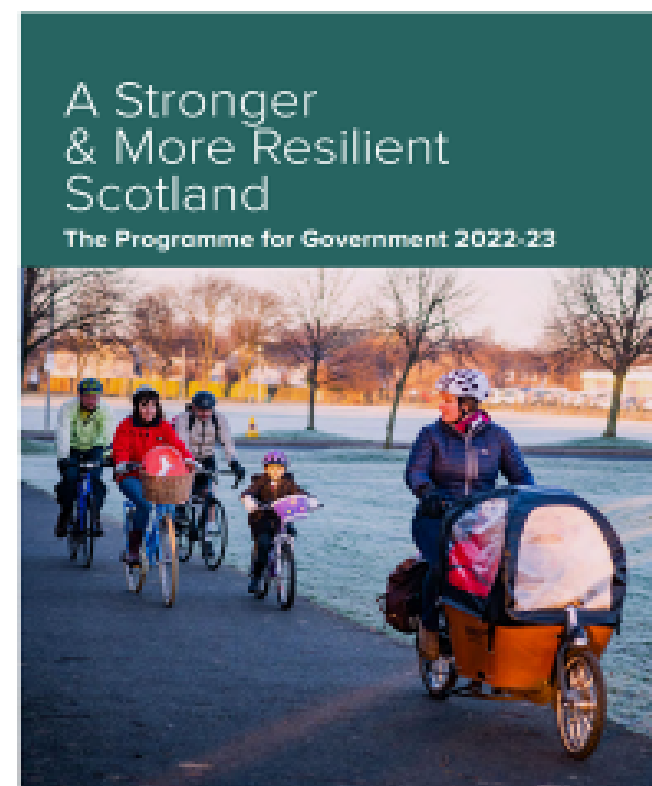
National Marine Plan 2

Programme for Government 2022-23 announced intention to start developing a new NMP

"address the global climate and nature crises by carefully managing increased competition for space and resources in the marine environment."

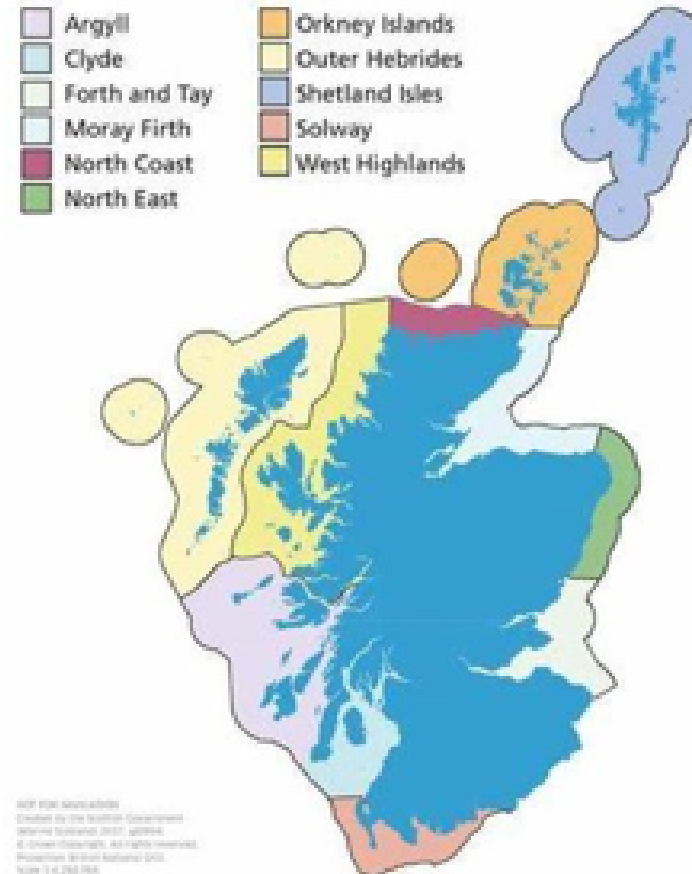
NMP2 will:

- Deliver a new policy framework for licensing and consenting decisions
- Account for increasing competition for marine space and aim to balance existing and emerging uses
- Provide a key mechanism for delivering the outcomes of Scotland's Blue Economy Vision 2022 and strategic ambitions, including a just transition to net zero emissions by 2045



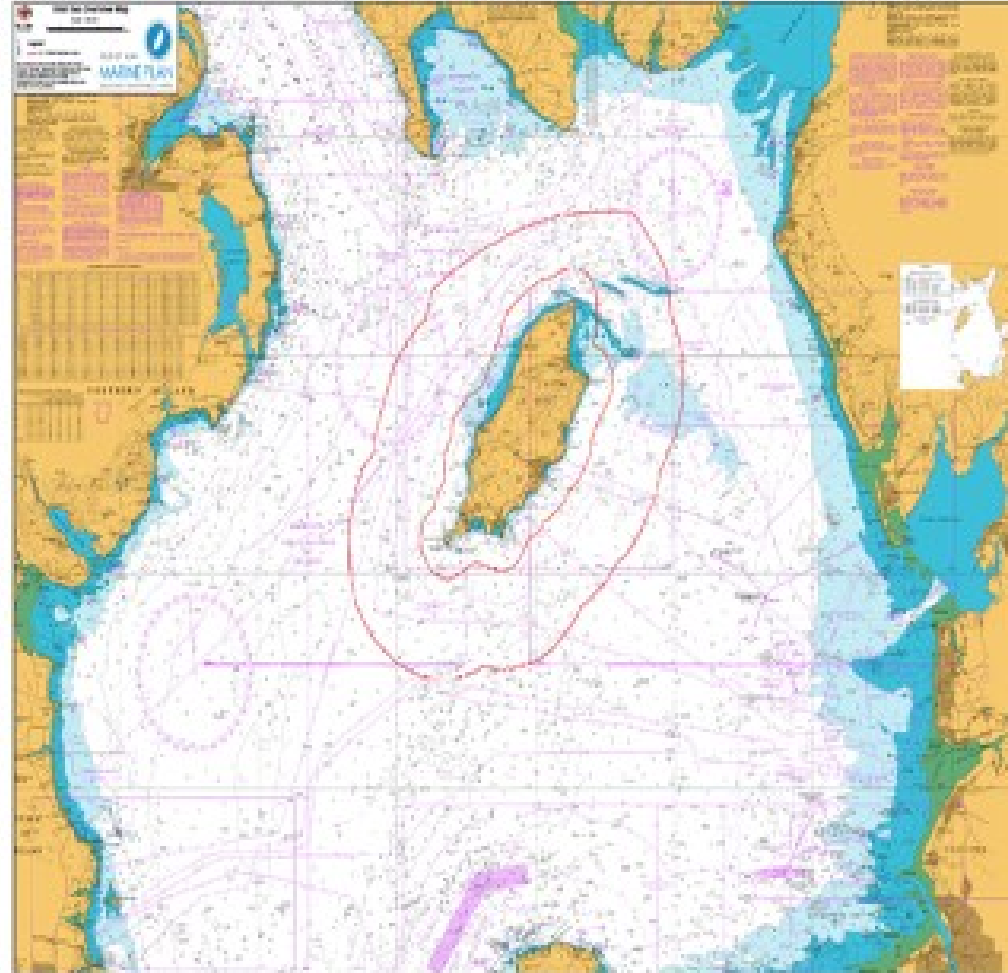
Regional Marine Planning

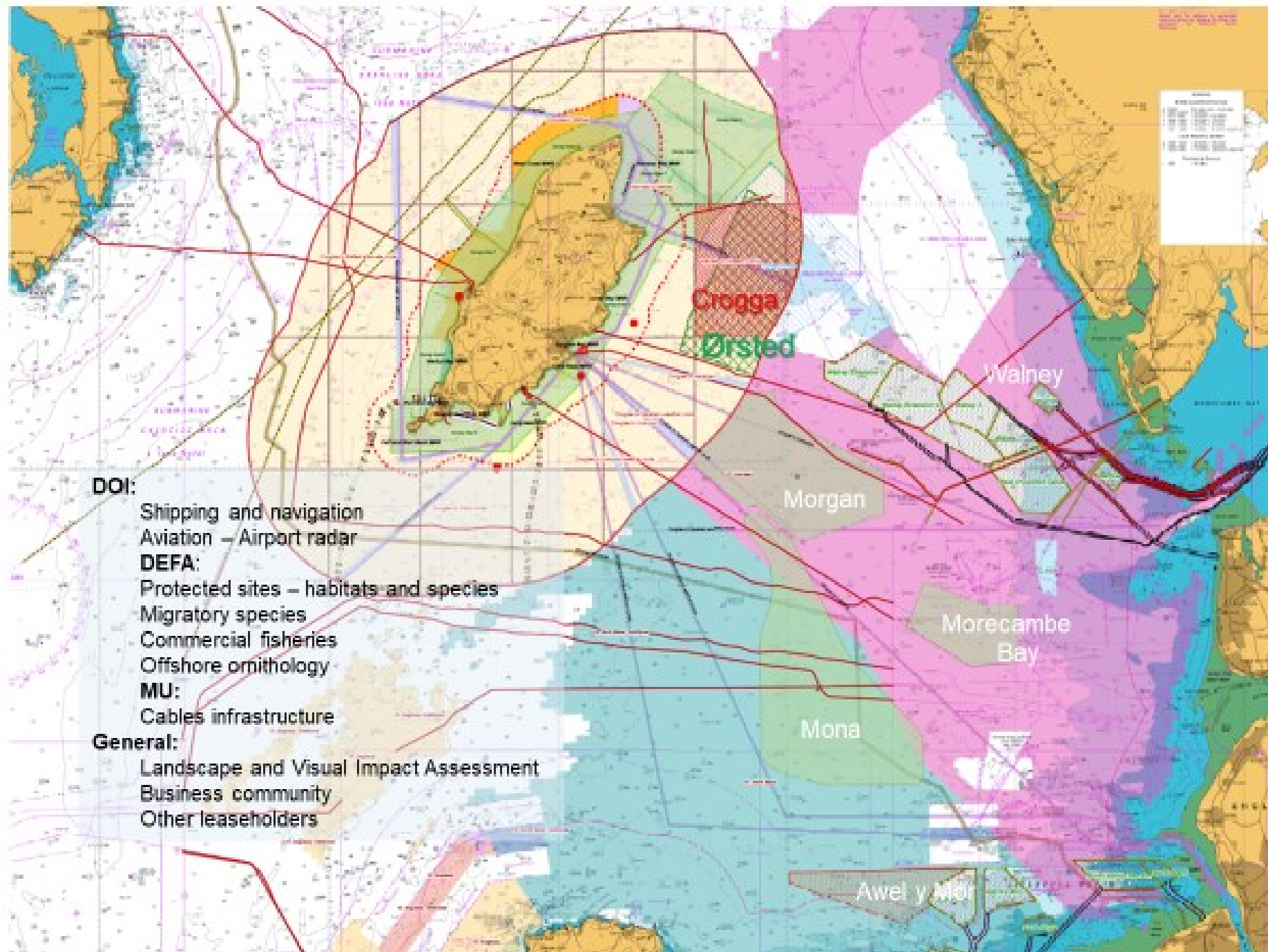
- Marine (Scotland) Act 2010 enables planning for the marine regions to be delegated to Marine Planning Partnerships (MPPs)
- Scottish Marine Regions Order (2015) [established boundaries](#) for 11 Scottish Marine Regions.
- Three MPPs established to date:
 - Shetland (March 2016)
 - Clyde (March 2017)
 - Orkney (November 2020)
- No statutory RMPs in place yet

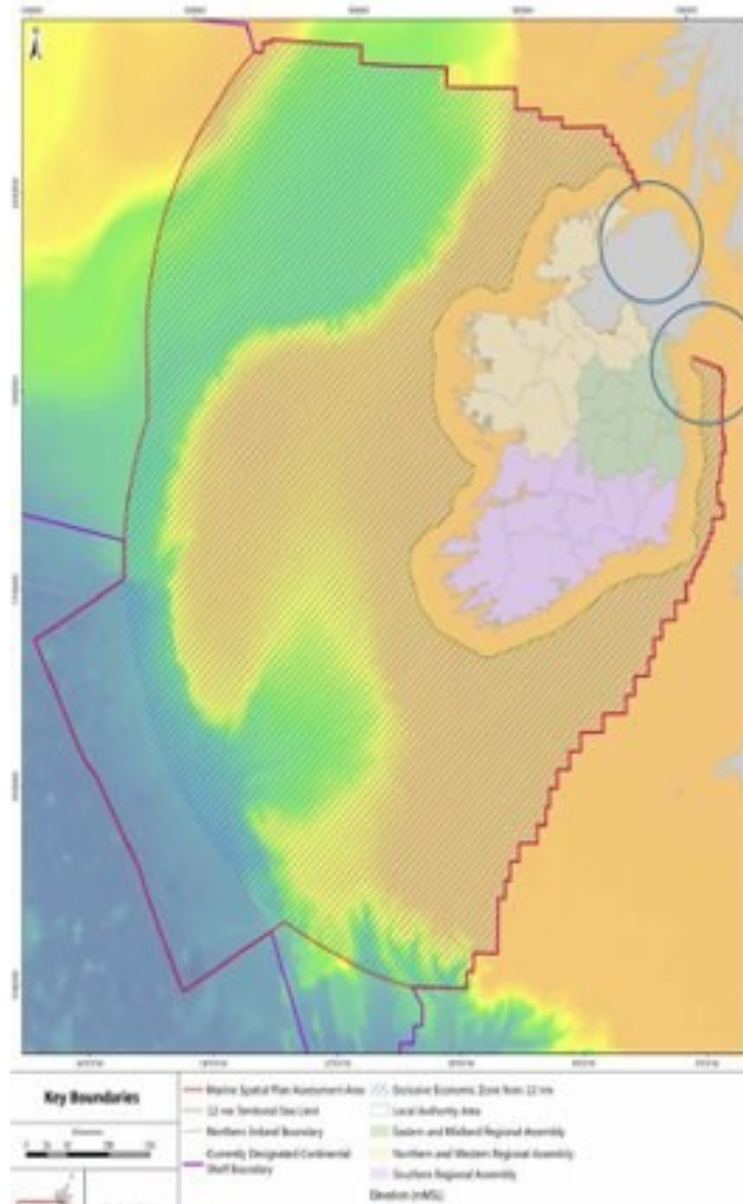


Isle of Man

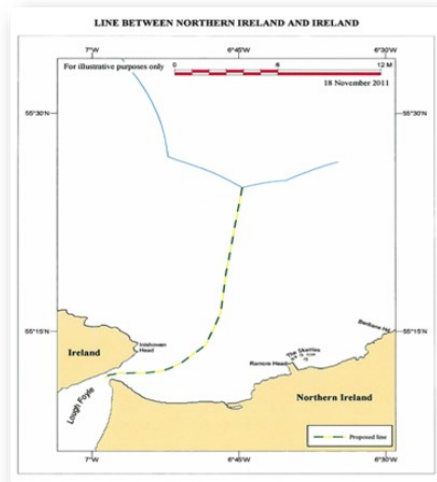
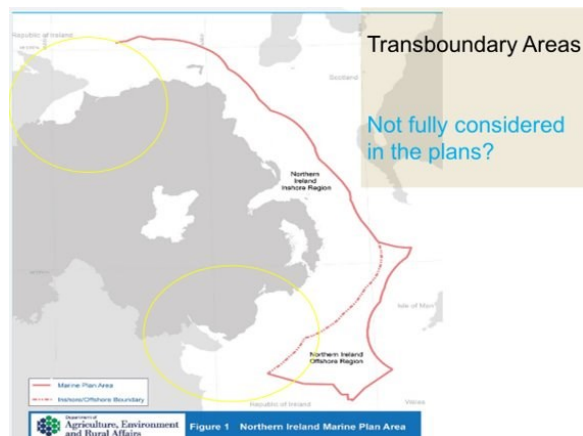
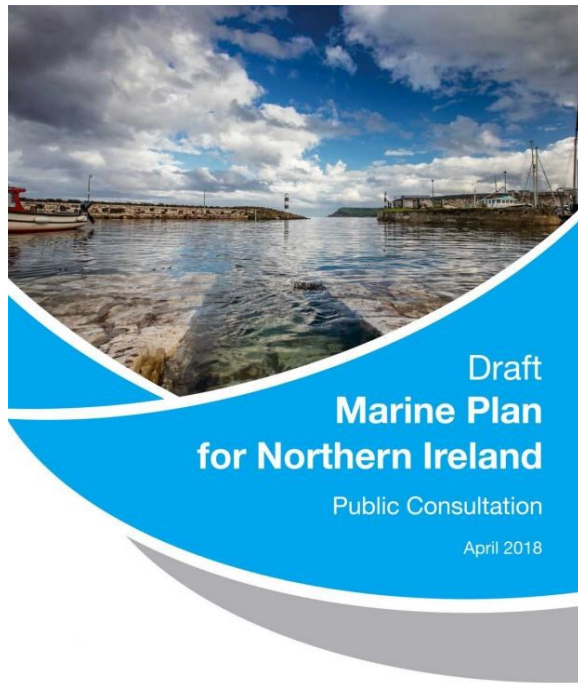
- Not UK – so don't follow UK legislation
- Have Manx legislation
- They follow international conventions
- No current plans for an MSP as such
- Have an EIA compendium with various sector chapters to consult for applications







Northern Ireland



- Status Draft – since 2018
- Updates from consultation responses.
- Updates from changes to legislation, policy and strategy.
- Updates and Next steps discussions with Stakeholders.
- Second iteration of draft Marine Plan for Ministers approval Dec 2023
- Transboundary issues unresolved

Marine Spatial Planning: a new exciting opportunity for planners

Claydon notes that planners have:

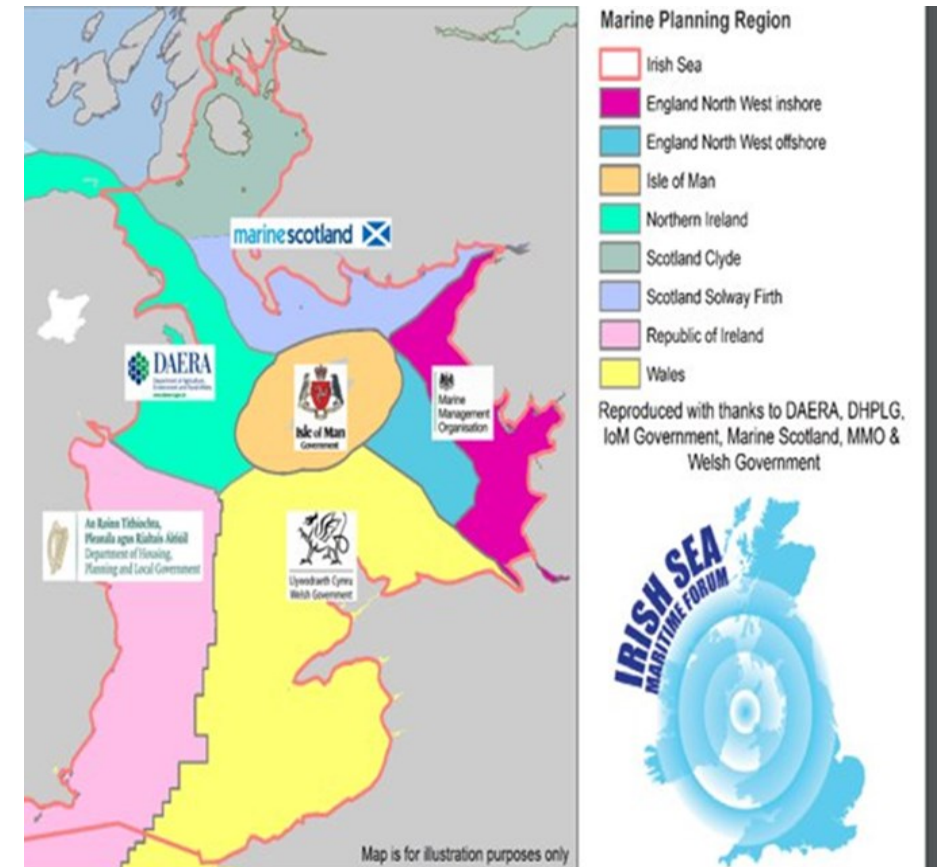
- **Foresight** – planners deal with the future
- **Policy** – planners understand policy that guides future decisions and direction
- **Integration** – planners resolve competing demands for space and ensure that development is coordinated and compatible
- **Participation** – the desire to engage with communities of interest in devising policies and plans is a recognised skill of planners
- **Sustainability** – Planners try to balance economy, society and environmental demands through various sustainability appraisals and assessments.

Similar transferable skills LUP – MSP

BUT ENTIRELY DIFFERENT ENVIRONMENTS

RECAP

- Entirely **new planning systems** created
- Entirely **new marine planning legislation** created
- Entirely new **marine planning authorities** created
- The current suite of Marine Plans are mostly **1st generation** status
- The plans are **high level with a strategic focus**
- Mostly representation of the *status quo*
- **2nd generation** move to **spatial prioritisation?** (DMAPS)
- ORE was drastically accelerated in 2022+, **secure 50GW of offshore wind capacity by 2030** - remember this is the new opportunity for planners!



Two of my favourite Academic Papers

TPR, 75 (3) 2004

Deborah Peel and M. Greg Lloyd

The social reconstruction of the marine environment

Towards marine spatial planning?

This paper critically considers the emerging idea of marine spatial planning as part of the wider debates associated with the social reconstruction of the marine environment and the rethinking around the conventional boundaries of land use planning. First, the paper seeks to define the contemporary understanding of the marine environmental agenda, following Hanigan's (1995) social constructionist perspective. Second, it traces the evolution of thinking towards the concept of marine spatial planning. This locates the discussion within the current European discourse of spatiality, and strategies for the conservation and sustainable development of the marine environment, together with the evolving ideas associated with the practical management of coastal areas. The argument presented here is that if as a society we are successfully to reconstruct a solution to the perceived marine problem then a paradigm shift is required in terms of how we socially reconstruct the problem. It argues that the current incremental extension of terrestrial land use planning controls over aspects of the marine environment, together with the advocacy of marine spatial planning, requires a much more critically robust theoretical understanding so as to encompass the rapidly changing agenda of change.

The changing marine environment represents a considerable contemporary challenge to society and government (Covey and Laffoley, 2002). In addition to the stewardship of its rich biodiversity (Berry, 2000; DEFRA, 2002), the marine environment necessitates appropriate management due to its complex mix of ownership, associated common and private property rights, and different associated customary and statutory rules and regulations, together with a diverse range of marine, coastal and offshore/onshore activities (Smith, 1991; Tausik, 1997). Indeed, the regulatory and institutional regimes have been described as an administrative battleground (French, 1997). The complex restructuring of marine activities, which involves the decline of traditional fishing activities and the growth of new sectors such as ecotourism, for example, represents significant economic and social challenges with clear spatial and institutional implications. Furthermore, it is important to acknowledge that the policy and institutional arrangements for coastal and marine matters are not even across the

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Planning at the edge: Integrating across the land sea divide

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ABSTRACT

Marine Spatial Planning (MSP) is a relatively recent phenomenon. Land planning has evolved through decades of hard experience. This paper considers the origins of both marine and terrestrial planning highlighting fundamental differences. Development projects combining marine and terrestrial infrastructure, but operating in separate planning regimes, create the potential for conflict. With rising ambition to exploit marine resources there is a growing need for effective coordination between the terrestrial and marine planning systems. This paper considers marine renewable energy (wave and tide) developments which clearly represent and magnify the issues involved. Dense arrays of devices in close proximity to shore, combined marine/terrestrial operations, and coastal protected areas expose choices to high public scrutiny and introduce risk to developers. Particular reference is made to Scotland and marine renewable energy (MRE) development in the Pentland Firth and Orkney Waters (PFOW). The PFOW area is the world centre for trials of MRE devices and the subject of preparatory work and testing for MSP in all of Scottish waters. Scotland has the fourth largest marine area in Europe. This paper concludes that full integration is not achievable. The differences in governance, rights and resource use are too great. However, transboundary interactions are very significant and demand a high level of coordination and clear lines of accountability. Separation of accountability between central government responsibility for marine planning and local responsibility for terrestrial planning is not sustainable.

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1. Introduction

The first decade of the 21st century has witnessed a proliferation of initiatives to develop Marine Spatial Planning (MSP). These attempts to manage the use of the sea more efficiently are largely a response to: (i) historic failure to protect the marine environment and its living resources; (ii) increased competition for marine space; (iii) and opportunities for new economic growth based on marine resources. Existing controls are routinely criticised as being overly sectorial in nature, reactive rather than proactive, and lacking integration.

By contrast many countries have well established land planning systems. Land planning represents an intervention in the market, placing restrictions on the personal freedoms of landowners. This is justified in order to increase economic efficiency and protect the public good. It is tempting, but naive, to suggest that land planning is a process that can simply be replicated at sea. Fundamental differences remain between land and sea; this means that land

and marine planning will necessarily be different. A full merger of marine and terrestrial planning into a unified system may be unattainable. Even if this is the case the two systems do not operate in isolation. Clearly many developments cross the land sea divide; the impacts of activity at sea are experienced on land and vice versa. Questions remain about how much integration is needed and how much is possible.

Poor integration of marine and land planning may create difficulties wherever human activities cross the land sea divide. Indeed, the protection of marine ecosystems from externalities generated on land is a key driver behind calls for integration [1–4]. The European 'Blue Growth Agenda' is looking to the sea and the exploitation of its resources as a stimulus for economic growth [5]. Economic activity that requires physical development both onshore and at sea creates potential for tensions between land and marine plans. To date, the integration of land and MSP has been given limited coverage in the literature. Integrated Coastal Zone Management (ICZM) has been presented as a solution. However despite considerable interest in ICZM over the 1990s implementation has been limited in both scope and geographic coverage [6].

Emerging marine renewable energy technologies (wave and tidal stream) are one form of 'blue growth' which is challenging to

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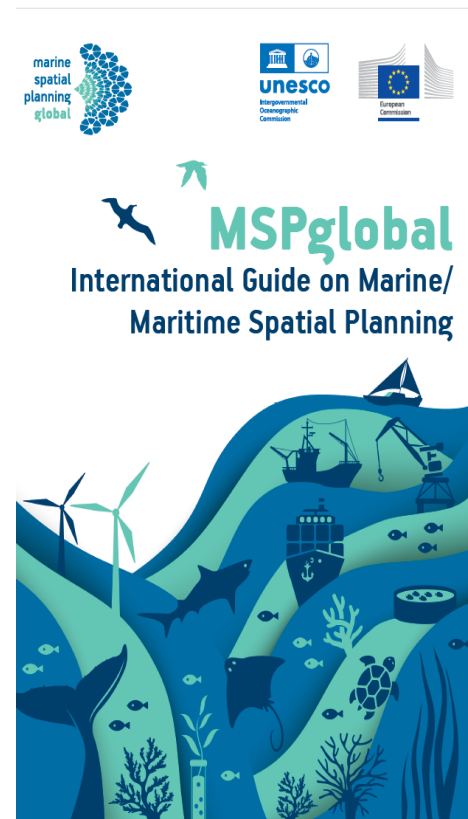
¹ Tel.: +44 1856 850 605.

<http://dx.doi.org/10.1016/j.marpol.2014.01.023>
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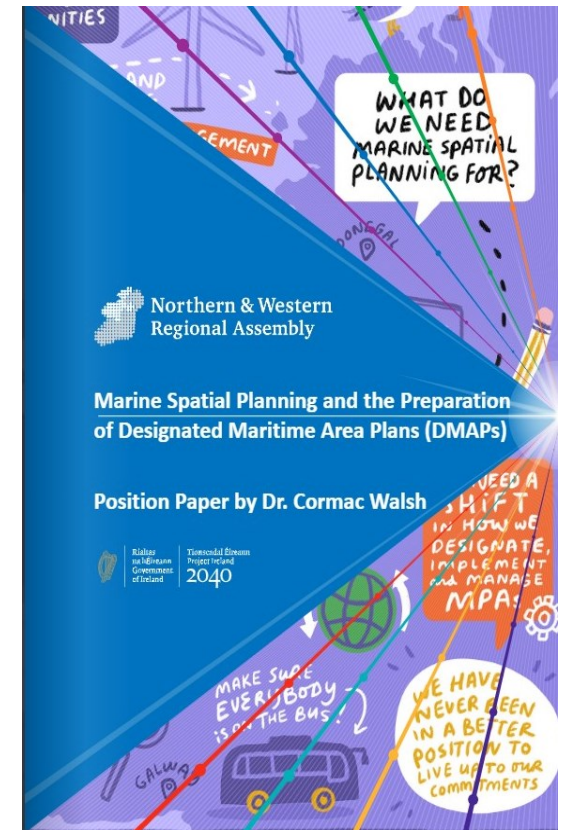
3 useful publications



[Northern Ireland Knowledge Exchange for Transboundary Marine Spatial Planning in the Irish Sea](https://www.ulster.ac.uk/news/2023/04/2023-04-01-northern-ireland-knowledge-exchange-for-transboundary-marine-spatial-planning-in-the-irish-sea-final-project-report)



<https://www.ioc.unesco.org/en/guidance-marine-spatial-planning>



<https://www.nwra.ie/news/marine-spatial-planning-and-the-preparation-of-designated-maritime-area-plans-dmaps/>

Suggested Academic reading

- **Ritchie, H.**, Claydon, J., **McElduff, L.** & Slater, A., (2022) [Independent Investigation in Marine Spatial Planning: necessary or discretionary? *Journal of Environmental Planning and Management*, 16 Dec 2022.](https://doi.org/10.1080/09640568.2022.2115345), <https://doi.org/10.1080/09640568.2022.2115345>
- Ansong, J., **Ritchie, H.**, McElduff, L., Gee, K. and Zaucha, J. (2022) Pathways towards integrated cross-border MSP: Insights from Germany, Poland and the Island of Ireland, *European Planning Studies*, 15 Dec 2022 p.1-24 <https://doi.org/10.1080/09654313.2022.2154597>
- Ansong, J.O., **Ritchie, H.** and McElduff, L. (2022) Institutional barriers to integrated marine spatial planning on the island of Ireland, *Marine Policy*, 141, <https://doi.org/10.1016/j.marpol.2022.105082>
- **Ritchie, H.** & **McElduff, L.**, (2020), [The whence and whither of Marine Spatial Planning: revisiting the social reconstruction of the marine environment in the UK](https://doi.org/10.1080/09654313.2020.1811111), *Maritime Studies* . 19, 3, p. 229-240 12 p., MARS D 19 00051 RI .
- **Ritchie, H.**, Flannery, W., O'Hagan, A. M., Twomey, S. & O'Mahony, C., (2020) [Marine Spatial Planning, Brexit and the island of Ireland](https://doi.org/10.1080/00141801.2020.1811111), *Irish Geography*. 52, 2, p. 213-233 21 p.
- Flannery, W., O'Hagan, A.M., O'Mahony, C., **Ritchie, H.** and Twomey, S. (2015) Evaluating Conditions for Transboundary Marine Spatial Planning: Challenges and opportunities on the Island of Ireland, *Marine Policy*, 51, pp.86-95 <https://library.oapen.org/handle/20.500.12657/54237>
- **Ritchie, H.** Ansong, J. and Flannery, W, (2022) Integrated marine spatial planning on the island of Ireland: Brexit and beyond , in S.McKay and M.Murray (Eds) *Planning Law and Practice in Northern Ireland*, Abington, Routledge. 2nd Edition
- McElduff, I. and **Ritchie, H** (2021) Coastal Planning and Management in Great Britain and Northern Ireland, *Regulating Coastal Zones: International Approaches*, eds R.Alterman and C.Pellachs, Routledge [Regulating Coastal Zones: International Perspectives on Land Management Instruments https://library.oapen.org/handle/20.500.12657/54237](https://library.oapen.org/handle/20.500.12657/54237)