Morven North Offshore Wind Array Project

Environmental Impact Assessment Report

Volume 3, Annex 6.3: EIA Commitments Register

MVCNS-J1201-RPS-10035
May 2026

B01

Document status

Version	Purpose of document	Authored by	Checker	Approved by	Date
FINAL	Application	TTRPSEL	TTRPSEL	MvOWL	May 2026

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1 Introduction

1.1 Overview

1.1.1.1 This Annex of the Morven North Offshore Wind Array Project (hereafter "Morven North") Environmental Impact Assessment (EIA) Report provides a summary of the designed-in measures, mitigation, and monitoring commitments for Morven North. For each commitment, the justification for the measures, the means of implementation and the related topic chapter/assessment to which the measure applies, is also identified.

1.1.1.2 The summaries presented below are drawn from the related topic chapters within Volume 2 of the Morven North EIA Report:

- Volume 2, Chapter 7: Physical Processes;
- Volume 2, Chapter 8: Benthic Subtidal Ecology;
- Volume 2, Chapter 9: Fish and Shellfish Ecology;
- Volume 2, Chapter 10: Marine Mammals;
- Volume 2, Chapter 11: Offshore Ornithology;
- Volume 2, Chapter 12: Commercial Fisheries;
- Volume 2, Chapter 13: Shipping and Navigation;
- Volume 2, Chapter 14: Marine Archaeology;
- Volume 2, Chapter 15: Aviation (Military and Civil);
- Volume 2, Chapter 16: Other Sea Users and Communications;
- Volume 2, Chapter 17: Socio-Economics
- Volume 2, Chapter 18: Climate Change;
- Volume 2, Chapter 19: Major Accidents and Disasters;
- Volume 2, Chapter 20: Human Health.

1.1.1.3 There are no mitigation, monitoring or designed-in measures relating specifically to Volume 2, Chapter 21: Inter-Related and Ecosystem Effects.

2 Summary of the Designed-in measures

2.1.1.1 A summary of the designed-in measures, mitigation and monitoring commitments are provided in Table 2.1.

Table 2.1: Overview of the Designed-in measures, mitigation and monitoring for Morven North

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-1	Development of and adherence to a Scour Protection Management Plan (SPMP).	There is the potential for scouring of seabed sediments to occur due to interactions between metocean regime (wave and currents) and foundations or other seabed structures. This scouring can develop into depressions around the structure. The use of scour protection around offshore structures and foundations will be employed, as described in Volume 1, Chapter 3: Project Description. The SPMP will set out the approach to scour protection installation and monitoring. This will maximise protection of offshore infrastructure as far as possible during the project lifecycle.	Primary (Designed-in Measure)			x			x	x				x						x	x		Development of and adherence to a SPMP is expected to be secured as a condition of the Section 36 and/ or Marine Licence.	Volume 2, Chapter 7: Physical processes, Volume 2, Chapter 8: Benthic Subtidal Ecology, Volume 2, Chapter 12: Commercial Fisheries and Volume 2, Chapter 18: Climate change Volume 4, Annex 1, Appendix 1.3 : Scour Protection Management Plan (SPMP) (Version 1)
MM-2	Development of and adherence to a Cable Plan which will include a cable burial risk assessment (CBRA) and cable burial and protection monitoring throughout the operational phase.	A Cable Plan will set out the approach to protection of cables during the project lifecycle. It will reduce the risks of vessel underwater allision with cable protection, anchor or fishing gear interaction with subsea cables and interference with magnetic position fixing equipment. The Cable Plan will implement management and monitoring of cable protection (via burial or external protection where adequate burial depth, as identified via risk assessment, is not feasible) with any damage, destruction or decay of cables notified to Maritime and Coastguard Agency, Northern Lighthouse Board (NLB), Kingfisher and United Kingdom (UK) Hydrographic Office no later than 24 hours after discovered. This will reduce the probability of cables becoming unburied and impacting other sea users and marine ecology receptors. Cable burial and protection monitoring will be undertaken throughout the operational phase to assess the status of cable burial and any deployed protection. A Cable Burial Risk Assessment (CBRA) will be undertaken to inform the Cable Plan. This will include a target burial depth of 1m	Primary (Designed-in Measure)		x	x		x	x	x	x			x	x						x		Development of and adherence to a Cable Plan, including a Cable Burial Risk Assessment is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 1, Chapter 3: Project Description, Volume 2, Chapter 7: Physical Processes, Volume 2, Chapter 8: Benthic Subtidal Ecology, Volume 2, Chapter 9: Fish and Shellfish Ecology, Volume 2, Chapter 12: Commercial Fisheries, and Volume 2, Chapter 13: Shipping and Navigation

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				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
		(subject to CBRA findings), and the requirement for a minimum burial depth of 0.5m. At locations where the minimum burial depth is not achievable, cable protection may be necessary to avoid cables becoming exposed during the lifetime of Morven North. The CBRA will consider relevant activities in the vicinity of inter-array and interconnector cables and confirm appropriate means of protection taking account of the final inter-array and interconnector cable. The CBRA will identify the appropriate target burial depth to ensure the cable remain buried, or appropriately protected, where target burial depths cannot be achieved, for the duration of Morven North, to minimise the risk of interaction with other sea users or cable exposure.																							
MM-3	Development of and adherence to an Operation and Maintenance Plan (OMP) that will include the requirement for any cable rock protection re-installed during the operations phase to follow industry standard guidelines for slope angle and rock grading.	The OMP will provide details of routine inspections which may be required post-construction including inter-array and interconnector cables to ensure target burial depth is maintained. Routine inspections of cable and scour protection will be detailed, to monitor impact to physical processes and determine if remedial works are required. If secondary scour is identified, remedial works may be undertaken to both mitigate environmental impacts and to provide asset security.	Primary (Designed-in Measure)			x			x					x							x		Development of and adherence to an Operation and Maintenance Plan is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 7: Physical Processes, and Volume 2, Chapter 12: Commercial Fisheries
MM-4	Development of and adherence to a Construction Method Statement (CMS), which will require the use of durable materials within the offshore substation platform structures, in line with appropriate design standards for offshore wind in the North Sea.	The CMS will ensure that all works are carried out efficiently, safely, and in compliance with environmental and regulatory requirements. The CMS will outline the planned approach, procedures, and safety measures for the offshore construction activities. Ensures resilience to future climate change, in particular from the risk of increased wear from sea level rise, extreme weather events and increased	Tertiary (Designed-in Measure)		x				x					x						x	x		Development of and adherence to a Construction Method Statement is expected to be secured as a condition of the Section 36 and/or Marine Licence	Volume 2, Chapter 7: Physical Processes, Volume 2, Chapter 12: Commercial Fisheries, and Volume 2, Chapter 18: Climate Change

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		precipitation and changes to wind patterns.																						
MM-5	Development of and adherence to an Invasive Non-Native Species Management Plan (INNSMP), and Biosecurity Plan.	To reduce the risk of introduction and spread of invasive non-native species (INNS) during all phases of Morven North, as far as practicable. The Biosecurity Plan and an Invasive Non-Native Species Management Plan will control invasive non-native species and their potential impact on marine ecology receptors.	Tertiary (Designed-in Measure)		x	x	x			x	x		x										Development of and adherence to an INNSMP and Biosecurity Plan is expected to be secured through a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 8: Benthic Subtidal Ecology, Volume 2, Chapter 9: Fish and Shellfish Ecology, Volume 2, Chapter 11: Offshore Ornithology, Volume 4, Annex 1.2: Non-Native Species Management Plan and Biosecurity Plan (Version 1) and Volume 4, Annex 1: Environmental Management Plan (Version 1)
MM-6	Development and adherence to a Marine Pollution Contingency Plan (MPCP).	To reduce the potential for release of pollutants from construction, operation and maintenance (O&M) and decommissioning, a MPCP will be developed. The Marine Pollution Contingency Plan will include planning for accidental spills, addressing all potential contaminant releases and include key emergency details, and will be in line with appropriate regulations and guidelines.	Primary (Designed-in Measure)		x	x	x			x	x	x	x		x								Development of and adherence to a MPCP is expected to be secured through a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 8: Benthic Subtidal Ecology, Volume 2, Chapter 9:Fish and Shellfish Ecology, Volume 2, Chapter 10: Marine Mammals Volume 2, Chapter 11: Offshore Ornithology, and Volume 2, Chapter 13: Shipping and Navigation

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				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-7	Development of and adherence to a Navigation Safety Plan and Vessel Management Plan (NSPVMP).	A NSPVMP will be developed to reduce the risk introduced due to the presence of project vessels. The Navigation Safety and Vessel Management Plan will describe the measures related to navigational safety, including information on Safety Zones, charting, construction buoyage, temporary lighting and marking and means of notification of Morven North activity to other sea users (e.g. via Notices to Mariners). It will confirm the types and numbers of vessels engaged in Morven North and consider vessel coordination, including indicative transit route planning. To ensure Morven North project vessels are suitably managed to minimise the likelihood of involvement in incidents and maximise the ability to assist in the event of a third-party incident. The NSPVMP will include the requirement for Morven North vessels to comply with international marine regulations as adopted by the Flag State, including the International Regulations for Preventing Collisions at Sea (COLREGs) (International Maritime Organization (IMO), 1972/77) and the International Convention for the Safety of Life at Sea (SOLAS) (IMO, 1974) through the NSVMP. The plan will reduce disturbance of seabird species as far as practicable, by avoiding bird populations or migratory routes and allow the identification of standard routes.	Primary (Designed-in Measure)		x	x	x				x	x	x	x			x			x		Development of and adherence to a NSPVMP is expected to be secured through a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 10: Marine Mammals, Volume 2, Chapter 11: Offshore Ornithology, Volume 2, Chapter 13: Shipping and Navigation, Volume 2, Chapter 16: Other Sea Users Volume 4, Annex 5: Navigation Safety Plan and Vessel Management Plan (Version 1)
MM-8	Development of and adherence to a Marine Mammal Mitigation Protocol (MMMP).	The MMMP will mitigate for risk of injury or disturbance to marine mammals during construction. This will include ensuring that animals are not observed within the marine mammal mitigation zone during piling. The MMMP may include using Marine Mammal Observer(s) and Passive Acoustic Monitoring (PAM) to monitor the Mitigation Zone (MZ, as determined by the underwater sound modelling) to ensure that animals are not observed within the	Tertiary (Designed-in Measure)		x	x	x					x										Development of and adherence to a MMMP is expected to be secured through a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 10: Marine Mammals Volume 4, Annex 1: Environmental Management Plan (Version 1) Volume 4, Annex 2: Marine Mammal Mitigation Protocol

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		MZ during piling. Acoustic Deterrent Device (ADD) may be used if required to deter animals from the MZ.																						Marine Mammals (Version 1)
MM-9	Notification to NOTAM (Notification to Aviators) will be made in the event of any failure of aviation lighting.	To mitigate the creation of obstruction(s) to the low flying airspace during construction, operation and maintenance, and decommissioning phases, to reduce the risk of temporary hazards. Appropriate marking, lighting and aids to navigation will be employed during the construction, operations and maintenance and decommissioning phases as appropriate to ensure the safety of all parties. Appropriate lighting will ensure the offshore structures are visible for search and rescue and emergency response procedures and other airspace users. The location of all infrastructure (including wind turbines, Offshore Substation Platforms (OSPs)) can be incorporated into a NOTAM. The NOTAM will be updated in the event of any failure of aviation lighting.	Tertiary (Designed-in Measure)		x	x	x									x					x		Secured via the Section 36 and/or Marine Licence via a requirement for promulgation of information.	Volume 2, Chapter 15: Aviation (Military and Civil)
MM-10	Notification to the Defence Infrastructure Organisation (DIO) of relevant construction works including temporary hazards.	To maximise awareness of obstructions and/or temporary hazards, the DIO will be provided with information regarding construction in advance of construction. Information to include start and end dates, the maximum height of construction equipment and locations of offshore substation platforms.	Tertiary (Designed-in Measure)		x											x					x		Industry best practice and Secured via the Section 36 and/or Marine Licence via a requirement for promulgation of information.	Volume 2, Chapter 15: Aviation (Military and Civil)
MM-11	Timely and efficient distribution of information via Notice to Mariners, Kingfisher notifications and other navigational warnings of the position and nature of works.	To ensure other sea users and marine infrastructure receptors are aware of Morven North, to allow relevant vessels to plan passage and thereby reduce potential for allision.	Tertiary (Designed-in Measure)		x	x	x								x	x			x			x		Secured via the Section 36 and/or Marine Licence via a requirement for promulgation of information.	Volume 2, Chapter 13: Shipping and Navigation, Volume 2, Chapter 16: Other Sea Users and Communications and Volume 2, Chapter 12: Commercial Fisheries
MM-12	Consultation with oil and gas operators and other energy	To promote and maximise cooperation between parties and reduce spatial and	Tertiary (Designed-	x	x	x	x												x			x		Industry best practice.	Volume 2, Chapter 16: Other Sea Users and Communications

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				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
	infrastructure operators, as required.	temporal interactions between conflicting activities.	in Measure)																					
MM-13	Development of and adherence to a Supply Chain Development Statement (SCDS).	Outlines a set of cost assumptions for Morven North and how these costs may support economic growth within Scotland and the UK. The SCDS provides details of the potential change in nature of the economic opportunities available as a result of Morven North.	Tertiary (Designed-in Measure)	x	x	x	x												x				Development of and adherence to a SCDS is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 17: Socio-economics
MM-14	Compliance with Marine Guidance Note 654 and its annexes, where applicable.	Ensures the final Morven North layout complies with required guidance, including SAR operations and under keel clearance in line with Marine Guidance Note 654.	Tertiary (Designed-in Measure)		x	x	x								x								Compliance with Marine Guidance Note 654 is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 13: Shipping and Navigation
MM-15	Development of and adherence to a Development Specification and Layout Plan (DSLP).	The DSLP will confirm final layout and design of Morven North. This will be agreed in consultation with the Maritime and Coastguard Agency (MCA) and NLB and will ensure the final layout of Morven North is suitable for both surface and air based (for Search and Rescue (SAR) purposes) navigation and to ensure accurate mapping for navigation, and to ensure compliance with MGN-654.	Primary (Designed-in Measure)		x	x	x							x	x						x		Development of and adherence to a DSLP is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 13: Shipping and Navigation

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				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-16	Unexploded Ordnance (UXO) clearance using low order disposal techniques where technically feasible.	Where reasonably practical, low order techniques will be adopted as mitigation to reduce sound levels and thereby reduce injury and disturbance to sound-sensitive receptors during UXO clearance.	Primary (Designed-in Measure)		x						x	x												Unexploded Ordnance clearance will be subject to a separate Marine Licence application and European Protected Species Licence as appropriate. Mitigation, including implementation of low order disposal will be secured through the Marine Mammal Mitigation Protocol which is expected to be secured as a condition of the relevant Marine Licence and European Protected Species licence.	Volume 2, Chapter 9: Fish and Shellfish Ecology, and Volume 2, Chapter 10: Marine Mammals.
MM-17	The wind turbine design will be fitted with automatic shutdowns/lockdowns safety margins to prevent spinning too fast in high winds.	Enables Morven North to be resilient to future climate change, in particular from the risk of increased frequency and intensity of extreme weather.	Primary (Designed-in Measure)			x														x	x		A requirement at the manufacturing stage.	Volume 2, Chapter 18: Climate Change

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic																Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-18	Development of and adherence to a Fisheries Mitigation, Monitoring and Communication Plan (FMMCP).	The FMMCP will detail the Applicant's proposed approach to mitigation, compensation and fisheries liaison, and facilitation of co-existence. The FMMCP will include details of the measures which are proposed to be implemented to reduce impacts on commercial fishing, the approach to monitoring fisheries activity and the approach to fisheries liaison and procedures to manage interactions between Morven North and the fishing industry. Some examples of what this will include are: • adherence to MD-LOT, Scottish Government, and FLOWW-derived guidance, including implementation of measures to reduce and mitigate as far as practicable, potential impacts to commercial fishers during the lifetime of Morven North. • commitment to considering Cooperation Agreements in instances where static gear may be required to be temporarily relocated. - employing industry standard good practice measures during all phases of Morven North. • Contractors appointed by the Applicant will be contractually required to follow a code of good practice to ensure any external communication to other marine users, including fishers, is accurate, and to aid coexistence with the fishing industry. • cable burial as the preferred means of cable protection (more details provided in a Cable Plan). • the Applicant will apply for safety zones	Tertiary (Designed-in Measure)	x	x	x	x							x								x		Development of and adherence to a FMMCP is expected to be secured as a condition of the Section 36 and/ or Marine Licence.	Volume 2, Chapter 12: Commercial Fisheries and Volume 4, Annex 3: Fisheries Mitigation, Monitoring and Communication Plan (Version 1)

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic																Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
		• vessel transit routing and shelter areas: management of Morven North related vessel activity by the Marine Coordinator via a Permit to Work system. • during the construction phase, Morven North construction areas will be clearly marked using buoys any dropped objects dropped on the seabed during works associated with Morven North will be reported and objects will be recovered where they pose a hazard to fishing or safe navigation, and where recovery is practicable. FMMCP sets out procedure in relation to gear fastening, loss, damage for gear relocated/removed by gear owner. • Monitoring: commitment to engaging with the East Region Commercial Fisheries Working Group (or equivalent) and other relevant parties to contribute to the development of a strategic, regionally coordinated approach to commercial fisheries monitoring. • Communication: throughout all phases of Morven North, the Applicant will remain committed to maintaining open dialogue and effective communication with the fishing industry.																							
MM-19	To appoint a Company Fisheries Liaison Officer (CFLO).	The CFLO will support ongoing liaison and ensure clear communication between the Applicant and commercial fishers. They will provide a point of contact to liaise and engage with the fishing industry and to facilitate productive relationships with commercial fishers.	Tertiary (Designed-in Measure)	x	x	x	x							x							x		Expected to be secured as a condition of the Section 36 and/or Marine Licence through the FMMCP.	Volume 2, Chapter 12: Commercial Fisheries and Volume 4, Annex 3: Fisheries Mitigation, Monitoring and Communication Plan (Version 1)

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				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-20	Installation of infrastructure over or adjacent to existing cables will be subject to crossing or proximity agreements between Morven North and other parties, prior to the start of the construction phase.	To ensure close communication and planning between both parties to ensure disruption of activities is reduced and coexistence is facilitated.	Tertiary (Designed-in Measure)		x				x					x				x					Industry best practice.	Volume 2, Chapter 16: Other Sea Users and Communications (Morven North only)
MM-21	Member of and engagement in Regional Commercial Fisheries working groups.	Participation in the East Region Commercial Fisheries Working Group (or equivalent) and liaison with Fisheries Industry Representatives, as appropriate and adherence to recognised fisheries liaison good practice.	Tertiary (Designed-in Measure)	x	x	x	x							x							x		Expected to be secured as a condition of the Section 36 and/or Marine Licence through the FMMCP.	Volume 2, Chapter 12: Commercial Fisheries and Volume 4, Annex 3: Fisheries Mitigation, Monitoring and Communication Plan (Version 1)
MM-22	Consideration of the principle of Cooperation Agreements in instances where static gears may be required to be temporarily relocated.	To reduce potential adverse interactions between Morven North and fishing activities.	Tertiary (Designed-in Measure)	x	x	x	x							x									Development of and adherence to a FMMCP is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 12: Commercial Fisheries and Volume 4, Annex 3: Fisheries Mitigation, Monitoring and Communication Plan (Version 1)
MM-23	Development of and adherence to a Decommissioning Programme.	As required under Section 105 of the Energy Act 2004 (as amended by the Energy Act 2008 and the Scotland Act 2016). A decommissioning programme will consider best practice at the time of decommissioning.	Tertiary (Designed-in Measure)				x	x	x					x							x		Development of and adherence to a Decommissioning Programme is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 7: Physical Processes, and Volume 2, Chapter 12: Commercial Fisheries
MM-24	Development of, and adherence to, an Emergency Response Cooperation Plan.	To formulate robust emergency response plans and site safety, and in compliance with Marine Guidance Note 654 including Annex 5 SAR requirements.	Tertiary (Designed-in Measure)		x	x	x								x								Development of and adherence to an Emergency Response Cooperation Plan is expected to be secured as a condition of	Volume 2, Chapter 13: Shipping and Navigation.

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																							the Section 36 and/or Marine Licence. .	
MM-25	Implementation of Archaeological Exclusion Zones (AEZs) and Temporary Exclusion Zones (TEZs) around receptors identified as having high and medium archaeological potential.	To reduce potential for direct impact of the Morven North project on archaeological sites. AEZs and TEZs will ensure offshore infrastructure and activities avoid any known wrecks and other marine archaeology receptors, including those discovered during development activities. The size of the AEZ or TEZs will be evidence based and established using the precautionary principle to ensure that it is of sufficient size to protect the site from the nature of impact (Wessex Archaeology, 2007; Wessex Archaeology for The Crown Estate, 2021). Monitoring of AEZs will be carried out to confirm that no impact has occurred to the archaeological receptors within AEZs as a result of Morven North.	Tertiary (Designed-in Measure)		x	x	x										x						Expected to be secured as a condition of the Section 36 and/or Marine Licence via the requirement for a Written Scheme of Investigation and Protocol for Archaeological Discoveries.	Volume 2, Chapter 14: Marine Archaeology and Volume 4, Annex 6: Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries
MM-26	Archaeological input into specifications for, and archaeological analysis of, any future pre-construction geophysical surveys, pre-construction remotely operated vehicle or diver surveys.	To reduce impacts to marine archaeology and to identify any sites of archaeological importance that may require further investigation, avoidance and engagement with MD-LOT. Should further archaeological anomalies be found that have high or medium archaeological potential then AEZs or TEZs may be implemented.	Tertiary (Designed-in Measure)	x	x	x	x										x						Development of and adherence to an Offshore Written Scheme of Investigation and Protocol for Archaeological Discovery is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 14: Marine Archaeology and Volume 4, Annex 6: Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries

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MM-27	Operational awareness of the location of those archaeological anomalies identified as having a low potential and designing or micrositing to avoid them if possible.	To reduce impacts to potential marine archaeology receptors through avoidance.	Primary (Designed-in Measure)	x	x	x	x										x							Development of and adherence to an Offshore Written Scheme of Investigation and Protocol for Archaeological Discovery is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 14: Marine Archaeology and Volume 2, Annex 6: Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries
MM-28	The Offshore Substation Platform main high voltage electrical equipment will be located within an internal structure. Appropriate cooling plant will be designed to account for a range of temperature conditions.	Enables Morven North to be resilient to future climate change, in particular from the risk of overheating from temperature changes.	Primary (Designed-in Measure)		x	x														x	x		A requirement at the manufacturing stage.	Volume 2, Chapter 18: Climate Change
MM-29	Application of anti-corrosion protective coatings, where appropriate and accounting for sea level rise.	Enables Morven North to be resilient to future climate change, in particular from the risk of increased sea temperatures, ocean acidification and sea level rise	Primary (Designed-in Measure)		x	x														x	x		A requirement at the manufacturing stage and expected to be secured via the Section 36 and/ or Marine Licence.	Volume 2, Chapter 18: Climate Change
MM-30	Mitigation of unavoidable direct impacts on marine archaeological receptors will be applied on a case-by-case basis, in consultation with MD-LOT, but could include, inter alia, recovery, relocation, excavation, conservation, stabilisation and/or recording of the receptor.	To ensure impacts are reduced through beneficial impacts.	Tertiary (Designed-in Measure)		x	x	x										x						Development of and adherence to an Offshore Written Scheme of Investigation and Protocol for Archaeological Discovery is expected to be secured as a condition of the Section 36	Volume 2, Chapter 14: Marine Archaeology and Volume 2, Annex 6: Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
																							and/or Marine Licence.	
MM-31	Development, agreement and implementation of an archaeological Offshore Written Scheme of Investigation and Protocol for Archaeological Discoveries (WSI & PAD).	Commitment to preparation and implementation of a WSI & PAD prior to any licensable activities within Morven North, and to update the WSI as appropriate throughout the lifetime of the development. The WSI will contain the agreed procedures for mitigation (Wessex Archaeology for The Crown Estate, 2021). A "Retained Archaeologist" will be appointed to implement the WSI. The PAD will provide the mechanism for the reporting of unexpected finds of potential archaeological interest. Monitoring of AEZs will be carried out as part of the WSI, to confirm that no impact has occurred to the archaeological receptors within AEZs as a result of Morven North.	Tertiary (Designed-in Measure)		x	x	x										x						Development of and adherence to an Offshore Written Scheme of Investigation and Protocol for Archaeological Discovery is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 14: Marine Archaeology and Volume 2, Annex 6: Outline Written Scheme of Investigation and Protocol for Archaeological Discoveries
MM-32	Development of and adherence to an Environmental Management Plan (EMP).	The EMP will ensure appropriate environmental controls are in place for Morven North, and the agreed procedures to mitigation and potential risk to the receiving environment. Measures will cover a wide range of management measures including environmental awareness training, auditing, reporting procedures and waste management. It is expected that the EMP will include a MPCP and an INNSMP. The EMP is also expected to limit potential environmental damage from small quantities of drill fluids which may be released and as regulated by the UK Registration, Evaluation, Authorisation and Restriction of Chemicals REACH Regulations.	Primary (Designed-in Measure)		x	x	x			x	x	x	x										Development of and adherence to an EMP is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 8: Benthic Subtidal Ecology, Volume 2, Chapter 9: Fish and Shellfish Ecology, Volume 2, Chapter 11: Offshore Ornithology, and Volume 4, Annex 1: Environmental Management Plan (Version 1)

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic																Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-33	"an application for the " Use of safety zones of up to 500m during construction, periods of major maintenance, decommissioning and up to 50m for installed structures pre commissioning	To protect third-party vessels from project vessels involved in construction and major maintenance activities, which may be Restricted in their Ability to Manoeuvre.	Tertiary (Designed-in Measure)		x	x	x							x	x						x		Expected to be secured as a condition of the Section 36 and/or Marine Licence. Safety zones will be applied for from Marine Directorate – Operations and Licencing Team via a formal safety zone application post-consent.	Volume 2, Chapter 12: Commercial Fisheries, and Volume 2, Chapter 13: Shipping and Navigation
MM-34	Development of and adherence to a Lighting and Marking Plan (LMP).	To reduce impacts on aviation, shipping and offshore ornithology. The LMP will detail compliance with legal requirements and/or as determined necessary for aviation safety, as agreed by the Civil Aviation Authority (CAA) and the DIO for the operational life of the Project. Morven North will be designed and constructed in accordance with relevant guidance including: • provision and Maintenance of Local Aids to Navigation Marking of Offshore Renewable Energy Installations (Trinity House *n.d*) • offshore Renewable Energy Installations: Requirements, Guidance and Operational Considerations for Search and Rescue and Emergency Response (MCA, 2024); IALA G1162 (IALA, 2021). • It will assist with SAR operations and will ensure that appropriate lighting and marking of wind turbines and offshore substation platforms will be established in accordance with CAA regulations and guidance (CAP	Primary (Designed-in Measure)		x	x	x							x	x		x					x		Development of and adherence to a LMP is expected to be secured as a condition of the Section 36 and/or Marine Licence..	Volume 2, Chapter 12: Commercial Fisheries Volume 2, Chapter 13: Shipping and Navigation Volume 2, Chapter 15: Aviation (Military and Civil) and Volume 4, Annex 4: Lighting and Marking Plan (Version 1)

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic																Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
		393 and the Air Navigation Order (ANO)) and in accordance with the Civil Aviation Authority CAA and the DIO, which is responsible for the safeguarding of Ministry of Defence (MOD) assets. Secured through the LMP. • The approach to Aids to Navigation will be outlined in the LMP. • Adopting the LMP and therefore reducing lighting to be compliant with MM-34, will provide the minimum amount and intensity of lighting that Morven North can legally have whilst remaining compliant with mandatory Health and Safety lighting requirements.																						
MM-35	Regular inspections to be carried out to assess wind turbine and offshore substation platform conditions.	Ensures resilience to future climate change, in particular from the risk of increased wear from sea level rise, extreme weather events and increased precipitation.	Primary (Designed-in Measure)			x								x	x					x	x		Development of and adherence to an Operation and Maintenance Plan is expected to be secured as a condition of the Section 36 and/or Marine Licence. Required via MGN 654.	Volume 2, Chapter 18: Climate Change
MM-36	Prior to the start of construction, the Ministry of Defence Aeronautical Information Documents Unit (AIDU) and UK Hydrographic Office will be provided with the information required for inclusion on aviation charts.	Prior to the start of construction, the MOD Aeronautical Information Documents Unit and UK Hydrographic Office will be provided with the information required for inclusion on aviation charts. Appropriate information about the site construction and any associated lighting (where applicable), for example the height and temporary location of construction cranes, would then be provided to the NATS Aeronautical Information Service (AIS) (for promulgation in applicable	Tertiary (Designed-in Measure)		x										x	x	x					x		Expected to be secured as a condition of the Section 36 and/or Marine Licence via the requirement for a Navigation Safety Plan and Vessel Management Plan and	Volume 2, Chapter 15: Aviation (Military and Civil)

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
		aviation publications, including the UK Integrated Aeronautical Information Package (IAIP)). This is in line with standard industry practice to allow inclusion on aviation charts.																					Lighting and Marking Plan.	
MM-37	Appropriate marking on UKHO Admiralty charts.	To maximise awareness of Morven North, allowing other vessels, sea users and marine infrastructure receptors to plan their activities in advance.	Tertiary (Designed-in Measure)		x	x								x	x			x			x		Expected to be secured as a condition of the Section 36 and/ or Marine Licence via a requirement for promulgation of information, and via the requirement for a Navigation Safety Plan and Vessel Management Plan.	Volume 2, Chapter 13: Shipping and Navigation, Volume 2, Chapter 16: Other Sea Users and Communications and Volume 2, Chapter 12: Commercial Fisheries
MM-38	The construction and decommissioning area is marked by buoyage in agreement with the NLB.	To protect third-party vessels from project vessels involved in construction and major maintenance activities which may be Restricted in their Ability to Manoeuvre (RAM_1).	Tertiary (Designed-in Measure)		x		x							x	x						x		Expected to be secured as a condition of the Section 36 and/or Marine Licence via a requirement for a Navigation Safety Plan and Vessel Management Plan and Lighting and Marking Plan.	Volume 2, Chapter 13: Shipping and Navigation and Volume 4, Annex 5: Navigation Safety Plan and Vessel Management Plan (Version 1)

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-39	Use of guard vessels as required.	To reduce potential conflict between Morven North and fishing activities by maximising awareness of temporary hazards.	Tertiary (Designed-in Measure)		x	x	x							x	x						x		Expected to be secured as a condition of the Section 36 and/or Marine Licence via a requirement for a Navigation Safety Plan and Vessel Management Plan.	Volume 2, Chapter 13: Shipping and Navigation, Volume 2, Chapter 12: Commercial Fisheries and Volume 4, Annex 3: Fisheries Mitigation, Monitoring and Communication Plan (Version 1)
MM-40	Development of and adherence to a piling strategy which will include a soft-start procedure (including low hammer initiation and ramp up) to be implemented for pile driving.	To reduce the likelihood of injury from elevated underwater noise to marine receptors in the immediate vicinity of piling operations as much as possible, allowing individuals to move away from the area before sound levels reach a level at which injury may occur.	Primary (Designed-in Measure)		x						x	x											Expected to be secured as a condition of the Section 36 and/or Marine Licence via a requirement for a Piling Strategy and associated Marine Mammal Mitigation Plan.	Volume 2, Chapter 9: Fish and Shellfish Ecology and Volume 2, Chapter 10: Marine Mammals
MM-41	A minimum of 1,000m spacing between wind turbines.	Sufficient spacing between wind turbines will mitigate potential wake effects between wind turbines for Morven North and ensure safe passage of vessels and SAR helicopters operating under instrument meteorological conditions (IMC) flight rules, in line with MCA guidance.	Primary (Designed-in Measure)			x			x														Expected to be secured as a condition of the Section 36 and/or Marine Licence and is part of the design of the project.	Volume 2, Chapter 7: Physical Processes
MM-42	The Applicant will monitor supply chain expenditure against the SCDS, as required by the Crown Estate Scotland (CES) Option Lease Agreement.	To ensure the commitments outlined in the SCDS - to support economic growth within Scotland and the UK - are being met	Primary (Designed-in Measure)	x	x	x	x												x				This is committed to within the Supply Chain Development Statement, which has been secured through the Option Lease Agreement.	Volume 2, Chapter 17: Socio-Economics

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-43	A minimum blade tip clearance of 34 m above Lowest Astronomical Tide.	To reduce impact to seabirds as most seabirds fly close to the sea surface. Increasing the clearance between blade tip and sea surface reduces potential for collision. This minimum blade tip height clearance is considered appropriately conservative so as to reduce the risk of bird collisions in the specific circumstances of Morven North.	Primary (Designed-in Measure)			x								x		x						x		Expected to be secured as a condition of the Section 36 and/or Marine Licence and is part of the design of the project. .	Volume 2, Chapter 13: Shipping and Navigation and Volume 2, Chapter 11: Offshore Ornithology
MM-44	Design standards for structural safety will be in line with international requirements, with allowance for increased heights of extreme waves and sea level rise.	Ensure resilience to future climate change, in particular from the risk of increased wear from extreme weather events, sea level rise and wave heights.	Primary (Designed-in Measure)		x	x														x	x		Industry best practice.	Volume 2, Chapter 18: Climate Change
MM-45	Radar blanking via commercial agreement between the Applicant and National Air Traffic Services (En-Route) Limited plc , including creation of a Transponder Mandatory Zone via application to the Civil Aviation Authority will be agreed.	To reduce impacts on Perwinnes and Allanshill primary surveillance radar.	Secondary			x										x							Expected to be secured as a condition of the Section 36 and/or Marine Licence. .	Volume 2, Chapter 15: Aviation (Military and Civil)
MM-46	Deployment of Air Defence Radar mitigation provided via the Joint Air Defence and Offshore Wind Task Force and programme NJORD will be agreed.	To reduce impacts on Remote Radar Head Buchan and Remote Radar Head Brizlee Wood Air Defence Radar systems	Secondary			x										x							Expected to be secured as a condition of the Section 36 and/or Marine Licence. .	Volume 2, Chapter 15: Aviation (Military and Civil)

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
MM-47	The Applicant is committed to reducing construction related emissions through the provision of a Greenhouse Gas (GHG) Reduction Strategy (aligned with PAS 2080: Carbon Management in Infrastructure) detailing the processes and measures to be implemented to manage carbon throughout the construction phase.	Throughout the Morven North design process, this approach to carbon management (aligned with PAS 2080) enforces decision-making regarding emissions reductions. Such actions will be detailed within a GHG Reduction Strategy. The consideration of low carbon design options, sustainable and low carbon procurement practices, working with the supply chain to incorporate low carbon solutions, and reviewing efficiency mechanisms, each enable emissions reductions associated with the manufacture and installation of Morven North.	Primary		x															x			Development of and adherence to a Carbon Management Plan is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 18: Climate Change
MM-48	Any objects dropped on the seabed during works associated with Morven North will be reported in line with MD-LOT procedures as set out in the EMP, and objects will be recovered where they pose a hazard to other marine users and where recovery is practicable.	Reporting of dropped objects is standard and follows Marine Directorate procedure to decrease the risk of fishing gear snagging.	Tertiary	x	x	x	x							x									Development of and adherence to an Environmental Management Plan is expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 12: Commercial Fisheries
MM-49	Commit to a Community Engagement Plan once construction and O&M ports have been identified.	To reduce disruption, enhance the economic impacts and reduce impacts on community and social assets. This is expected to involve coordination with port operator and other offshore wind developers and may include community events and other types of engagement.	Tertiary		x	x														x			Project Commitment.	Volume 2, Chapter 17: Socio-Economics
MM-50	Engage with local authorities in the vicinity of construction and O&M ports to support local authority planning.	To reduce the disruption to community and social assets.	Tertiary		x	x														x			Project Commitment.	Volume 2, Chapter 17: Socio-Economics
MM-51	When disposing of wind turbines during the decommissioning phase, recycling is the preferred solution.	This not only prevents the materials from being sent to landfills but also reduces the need for the extraction of primary materials thereby reducing associated emissions	Secondary				x														x		Project Commitment and expected to be included in Decommissioni	Volume 2, Chapter 18: Climate Change

Commitment reference	Commitment	Justification	Type	Project phase				Relevant topic															Means of securing the commitment	Relevant application documents
				Pre-construction	Construction	Operations and Maintenance	Decommissioning	Overarching	Physical processes	Benthic subtidal ecology	Fish and shellfish ecology	Marine mammals	Offshore ornithology	Commercial fisheries	Shipping and navigation	Aviation	Marine archaeology	Other sea users	Socio-Economics	Climate change	Major accidents and disasters	Human health		
																							ng Programme prior to decommissioning commencing.	
MM-52	The Applicant will continue to liaise with MD-LOT, NatureScot and other key stakeholders to help identify opportunities for proportionate, evidence led regional or strategic monitoring that can improve understanding of the environmental implications of offshore wind, particularly where recognised evidence gaps exist. This may include contributing to, or participating in, relevant ongoing initiatives under the ScotMER programme (Scottish Government, 2026).	Site specific monitoring is not proposed for Morven North, because the assessment concluded that Morven North would not give rise to significant effects, either alone or when considered cumulatively with other plans, projects or activities. However, the Applicant will continue to liaise with MD-LOT, NatureScot and other key stakeholders to help identify opportunities for proportionate, evidence led regional or strategic monitoring that can improve understanding of the environmental implications of offshore wind, particularly where recognised evidence gaps exist.	N/A	x	x	x	x		x	x	x	x	x					x				x	Expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 7: Physical Processes Volume 2, Chapter 8: Benthic Subtidal Ecology, Volume 2, Chapter 9: Fish and Shellfish Ecology, Volume 2, Chapter 10: Marine Mammals, Volume 2, Chapter 11: Offshore Ornithology, Volume 2, Chapter 16: Other Sea Users, Volume 2, Chapter 20: Human Health
MM-53	The Applicant will undertake a UXO risk assessment prior to commencement of UXO clearance works.	Prior to the commencement of UXO clearance works, the Applicant will undertake a UXO risk assessment to fully understand the possible UXOs that require clearance including the size, type and number of UXOs. The measures needed to successfully clear the identified UXOs will be developed in accordance with relevant guidance. Where there is deemed to be a requirement for secondary mitigation measures, the efficacy and application of such measures will be discussed with stakeholders and proposed as a part the final MMMP for UXO clearance works.	Secondary	x	x							x											Expected to be secured as a condition of the section 36 and/or Marine Licence via the Marine Mammal Mitigation Protocol.	Volume 2, Chapter 10: Marine Mammals

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