



Morven North Offshore Wind Array Project

Environmental Impact Assessment Report

Volume 3, Annex 6.3: EIA Commitments Register

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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.

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				
		(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																		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																		Development of and adherence to 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

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			
		<ul style="list-style-type: none"> 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																			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)

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-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																					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																				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																				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																		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																				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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				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			
		<p>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.</p> <ul style="list-style-type: none"> 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																				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																					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		
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												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																						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																						Expected to be secured as a condition of the Section 36 and/or Marine Licence.	Volume 2, Chapter 15: Aviation (Military and Civil)

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