





**Cambois Connection – Marine Scheme
Environmental Statement – Volume 3
Appendix 2.1: Marine Plan Conformance
Checklist**

	Cambois Connection – Marine Scheme ES Appendix 2.1: Marine Plan Conformance Checklist	Doc No: A100796-S01-A-REPT-004-001
	Classification: Final	Rev: A01
Status: Final		

Revision Information					
Rev	Issue Status	Date	Originator	Checker	Approver
R01	Issued for review	07/03/2023	AH	JO	MD
R02	Issued for review	11/04/2023	AF	MD	EW
R03	Issued for review	04/07/2023	GB	EW	JO
A01	Approved for use	18/07/2023	AH	NL	NL

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Acronyms


Acronym	Description
BBWF	Berwick Bank Wind Farm
BBWFL	Berwick Bank Wind Farm Limited
EMP	Environmental Management Plan
EEZ	Exclusive Economic Zone
EGL2	Eastern Green Link 2
EIA	Environmental Impact Assessment
ES	Environmental Statement
EU	European Union
FLCP	Fisheries Liaison and Co-existence Plan
FLOWW	Fisheries Liaison with Offshore Wind and Wet Renewables
FMMS	Fisheries Mitigation and Management Strategy
IMO	International Maritime Organisation
INNS	Invasive Non-Native Species
INNSMP	Invasive Non-Native Species Management Plan
MARPOL	International Convention for the Prevention of Pollution from Ships
MCA	Maritime and Coastguard Agency
MCZ	Marine Conservation Zone
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMO	Marine Management Organisation
MOD	Ministry of Defence
MPA	Marine Protected Areas
MPCCP	Marine Pollution Contingency and Control Plan
MD-LOT	Marine Directorate Licensing and Operations Team
ncMPA	Nature Conservation Marine Protected Area
NEMP	North East Marine Plan
NPS	National Policy Statement
NSIP	Nationally Significant Infrastructure Project
NSTA	North Sea Transition Authority

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Acronym	Description
SEGL1	Scotland to England Green Link 1
SSE	Scottish and Southern Electricity
SSER	SSE Renewables
UK	United Kingdom
WFD	Water Framework Directive

Units

Unit	Description
GW	Gigawatt (power)
km	Kilometre (distance)
nm	Nautical mile (distance)
%	Percent

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1. Introduction

1. Marine Plans of the United Kingdom (UK) Government and devolved governments set out priorities and provide direction for future development within a Marine Plan area. The purpose of this appendix is to demonstrate the conformance of the Marine Scheme with the Marine Plans applicable in Scotland, and England as further detailed in the overview in Table 1.1.



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Table 1.1 Overview of the Marine Plans relevant to the Marine Scheme

Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
Scotland and England (UK)		
UK Marine Policy Statement (UK Government, 2011a)	<p>The UK Marine Policy Statement provides a framework for preparation of Marine Plans and taking decisions affecting the marine environment (page 3). The UK Marine Policy Statement promotes sustainable economic development, enabling the UK to move towards a low-carbon economy, ensuring a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and heritage assets, and contributing to the societal benefits of the marine area (page 3). The Marine Policy Statement is implemented throughout the UK through Marine Plans which provide detailed policy and spatial guidance for a marine area and help ensure that decisions within a marine area will contribute to the overall aims of the statement (page 7).</p> <p>The Marine Plans relevant to the Marine Scheme are Scotland's National Marine Plan, and the North East Inshore and North East Offshore Marine Plan ('North East Marine Plan'; NEMP).</p>	The alignment of the Marine Scheme with the Marine Plans, and detail of where the objective is met in the Environmental Statement (ES), is provided in Table 1.2 for Scotland's National Marine Plan, and Table 1.3 for the North East Inshore and North East Offshore Marine Plan.
Scotland		
Scotland National Marine Plan (Scottish Government, 2015) (<i>currently being updated</i>)	<p>Scotland's National Marine Plan provides an overarching framework for marine activities inshore (within 12 nm) and offshore (12 nm to 200 nm). The plan is designed to enable sustainable development and use of the marine area in a way which will protect and enhance the marine environment, whilst promoting both existing and emerging industries (Ministerial Foreword). The strategic objectives of the plan seek to integrate both the ecosystem approach, through the adoption of the 11 descriptors of Good Environmental Status from the Marine Strategy Framework Directive (European Union (EU) Directive 2014/89/EU), and the guiding principles of sustainable development, through the adoption of the UK High Level Marine Objectives:</p> <ul style="list-style-type: none"> • Achieving a sustainable marine economy; • Ensuring a strong, healthy and just society; • Living within environmental limits; 	Details provided in Table 1.2 below.


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Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
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- Promoting good governance; and
- Using sound science responsibly (paragraphs 3.6-3.8; Annex B).

England

<p>North East Inshore and North East Offshore Marine Plan (Marine Management Organisation (MMO), 2021)</p>	<p>The North East Inshore and North East Offshore Marine Plan ('the Plan') provides a framework intended to shape and inform decisions on how the marine environment will be developed, protected and improved over the next 20 years (Foreword). The Plan covers an area of around 56,000 km² of inshore and offshore waters stretching from the Scottish border to Flamborough Head, in Yorkshire.</p> <p>Through its vision for economic, environmental and social prosperity, the Plan aims to ensure effective and sustainable use of the marine environment and its resources (Foreword). The objectives of the Plan align under the UK High Level Marine Objectives; there are 13 objectives which fall under the following categories:</p> <ul style="list-style-type: none"> • Achieving a sustainable marine economy; • Ensuring a strong, healthy and just society; and • Living within environmental limits (Chapter 2.2). 	<p>Details provided in Table 1.3 below.</p>
<p>National Policy Statements (UK Government, 2011b)</p>	<p>The National Policy Statement (NPS) (UK Government, 2011) outlines the objectives for the development of Nationally Significant Infrastructure Projects (NSIPs) within England and Wales. The NPS forms a key part of the wider national planning policy framework which is taken under consideration during the appraisal process of a planning application.</p> <p>As explained in Volume 2, Chapter 2: Policy and Legislative Context, Berwick Bank Wind Farm (BBWF) itself does not comprise an NSIP. Similarly, the Marine Scheme is not an NSIP and does not form part of a NSIP. Therefore, the Marine Scheme does not require development consent under the Planning Act 2008 and does not fall to the Planning Inspectorate to consider.</p> <p>NPSs are a statement of government intention relating, in this case, to renewable energy projects, therefore can be taken into consideration during the preparation of the Marine Scheme ES. The following NPSs relating</p>	<p>The National Policy Statements in respect to the Marine Scheme are discussed in detail in section 2.4 of Volume 2, Chapter 2: Policy and Legislative Context of the Marine Scheme ES.</p>

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Relevant Policy	Summary of Relevant Policy Framework	How and Where Considered in the ES
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to renewable energy projects have been taken into consideration and used to inform this ES.

EN-1 notes that the need for the UK to continue to develop and secure electricity supplies is critical as the UK moves towards a low carbon economy. EN-1 also sets out the relationship between NPS and marine licensing decisions undertaken by the MMO during their assessment of licensable activities, as defined by Section 66 of the Marine and Coastal Access Act 2009 ('licensable marine activities').

EN-3, in combination with EN-1, provides the basis for consent decisions for renewable energy NSIPs.

EN-5 recognises that the new electricity generating infrastructure that the UK needs to move to a low carbon economy will be 'heavily dependent on the availability of a fit for purpose and robust electricity network'. EN-5 also highlights that 'when considering impacts for electricity networks infrastructure, all of the generic impacts covered in EN-1 are likely to be relevant, even if they only apply during one phase of the development [...] or only apply to one part of the development'.

A suite of draft revised Energy NPSs were published and consulted on by the UK Government in March 2023, and consultation closed on 23rd June. The consultation responses will be subject to consideration and the draft revised NPSs may now be revised before the NPSs are formally adopted. There is currently no date for the next stage of the review process and therefore this ES presents the current adopted NPSs which have been considered during the preparation of this ES. It is however noted by the Applicant that the new draft NPSs state that they may be material considerations in other applications which are not considered under the Planning Act (2008), this includes the Marine Scheme. Further detail on the consideration of the draft NPSs in this ES is provided in Volume 2 Chapter 2 Policy and Legislation.

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1.1. Scotland's National Marine Plan

2. This section demonstrates the conformance of the Marine Scheme with Scotland's National Marine Plan as set out in Table 1.2.



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Table 1.2 Alignment of the Marine Scheme with Scotland's National Marine Plan

Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
General Policies	GEN 1 General Planning Policy	There is a presumption in favour of sustainable development and use of the marine environment when consistent with the policies and objectives of this Plan (page 15).	Within the Marine Scheme ES, the conformance of the Marine Scheme with national marine plans is discussed in Volume 3, Appendix 2.1: Marine Plan Conformance Checklist (this appendix). This section of the appendix demonstrates conformance of the Marine Scheme with the policies and objectives of Scotland's National Marine Plan. The proposal is therefore considered to be in accordance with GEN 1.
	GEN 2 Economic Benefit	Sustainable development and use which provides economic benefit to Scottish communities is encouraged when consistent with the objectives and policies of this Plan (page 16).	The Marine Scheme supports the BBWF as it connects into the offshore converter station platforms in the BBWF array area. The Marine Scheme will enable the BBWF to reach full generating capacity of 4.1 GW and facilitate the transmission of that energy between Scotland and England. The Marine Scheme represents significant investment in the UK low carbon economy and will help achieve the Scottish Government targets of Net Zero greenhouse gas emissions by 2045. The proposal is therefore considered to be in accordance with GEN 2.
	GEN 4 Coexistence	Proposals which enable coexistence with other development sectors and activities within the Scottish marine area are encouraged in planning and decision making processes, when consistent with policies and objectives of this Plan (page 17).	Within the Marine Scheme ES, the potential for adverse impacts on existing activities as a result of the Marine Scheme is considered within Volume 2, Chapter 12: Commercial Fisheries; Volume 2, Chapter 13: Shipping and Navigation; and Volume 2, Chapter 15: Other Sea Users. In accordance with the EIA Regulations, the ES has considered future baseline scenarios, as required (this includes considering how the baseline may change and evolve over time, thus potentially influencing the nature of interactions between the Marine Scheme and a given receptor).

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
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The potential impacts on commercial fisheries have been assessed, considering the relevant designed in and tertiary mitigation measures. Secondary mitigation in the form of co-operation agreements were proposed for creeling. When considering secondary mitigation, the impact assessment concluded there no significant residual impacts on commercial fisheries.


An outline Fisheries Management and Mitigation Strategy (FMMS) / Fisheries Liaison and Co-existence Plan (FLCP) has been provided in Volume 5. The final Plan will be developed post-consent and prior to construction commencing. The outline Plan is based on SSE Renewables’ Principles for Co-Existence with Commercial Fisheries (SSER, 2022). Consultation with third parties has been undertaken and will continue throughout the lifetime of the Marine Scheme.

The potential impacts on shipping and navigation have been assessed, considering the relevant designed in and tertiary mitigation measures. Secondary mitigation was proposed as reducing of period between surface laying and burial / protection so far as practicable. Additionally, additional monitoring was proposed as a post-lay compass deviation assessment (if it cannot be demonstrated that Maritime and Coastguard Agency (MCA) deviation requirements can be met). When considering the proposed secondary mitigation and monitoring, the impact assessment concluded that any residual impacts were ‘broadly acceptable’ or ‘tolerable.’

The potential impacts on other sea users have been assessed, considering the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Historic Environment	GEN 6 Historic Environment	Development and use of the marine environment should protect and, where appropriate, enhance heritage assets in a manner proportionate to their significance (page 19).	<p>residual impacts on existing activities, and therefore secondary mitigation was not required.</p> <p>The proposal is therefore considered to be in accordance with GEN 4.</p>
			<p>Within the Marine Scheme ES, the potential for interaction with heritage assets as a result of the Marine Scheme is considered within Volume 2, Chapter 14: Marine Archaeology and Cultural Heritage.</p> <p>The potential impacts on existing heritage assets have been assessed, considering the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant residual impacts on heritage assets, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with GEN 6.</p>

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Natural Heritage

GEN 9
Natural
Heritage

Development and use of the marine environment must:

- (a) Comply with legal requirements for protected areas and protected species.
- (b) Not result in significant impact on the national status of Priority Marine Features.
- (c) Protect and, where appropriate, enhance the health of the marine area (page 23).


The design of the Marine Scheme has taken into consideration marine protected areas and designated sites to reduce potential impacts, as detailed in Volume 2, Chapter 5: Project Description and Volume 2, Chapter 6: Route Appraisal and Consideration of Alternatives.

Within the Marine Scheme ES, the potential for adverse impacts to marine protected areas and priority marine features as a result of the Marine Scheme is considered within Volume 2, Chapter 7: Offshore Physical Environment and Seabed Conditions; Chapter 8: Benthic Subtidal and Intertidal Ecology; Chapter 9: Fish and Shellfish Ecology; Chapter 10: Offshore and Intertidal Ornithology; Chapter 11: Marine Mammals; and their respective technical appendices. Furthermore, a Marine Protected Area (MPA) and Marine Conservation Zone (MCZ) Assessment has been carried out and is provided as an accompanying document to the Marine Licence applications submitted to Marine Directorate Licencing Operations Team (MD-LOT) and the MMO.

The potential impacts on marine protected areas and designated sites have been assessed considering compliance with the legal requirements for protected areas and the relevant designed in and tertiary mitigation measures:


The assessment methodology followed for the ncMPA and assessment has been developed to ensure full compliance with Scottish requirements, and to adequately follow the relevant best-practice and industry guidance (the assessment has also been informed by advice received during pre-application consultation, as reported within Volume 2, Chapter 4: Stakeholder Engagement and Consultation).

The Marine Scheme MCZ / MPA Assessment considered all relevant features of the Firth of Forth Banks Complex ncMPA, there is no potential for effects arising from the Marine Scheme to result in hindering conservation objectives of designated ncMPA features.


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Invasive Non-Native Species	GEN 10 Invasive Non-Native Species	Opportunities to reduce the introduction of invasive non-native species to a minimum or proactively improve the practice of existing activity should be taken when decisions are being made (page 27).	<p>The impact assessment has concluded there were no significant residual impacts on marine protected areas and no risk to conservation objectives, and therefore secondary mitigation was not required.</p> <p>The proposal is therefore considered to be in accordance with GEN 9.</p> <p>Within the Marine Scheme ES, the risk of introduction and/or spread of invasive non-native species (INNS) as a result of the Marine Scheme is considered within Volume 2, Chapter 8: Benthic Subtidal and Intertidal Ecology and Chapter 9: Fish and Shellfish Ecology.</p> <p>The potential impacts of INNS as a result of the Marine Scheme have been assessed, considering the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant residual impacts on INNS, and therefore secondary mitigation was not required.</p> <p>As part of the overall designed in mitigation for the Marine Scheme, an Environmental Management Plan (EMP) will be developed which will include an Invasive Non-Native Species Management Plan (INNSMP). The INNSMP will be implemented to manage and reduce the risk of potential introduction and spread of INNS as far as reasonably practicable. The plan will include, but may not be limited to, measures to facilitate vessel compliance with the International Maritime Organisation (IMO) ballast water management guidelines and adherence to the IMO guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species (Biofouling Guidelines). It will consider the origin of vessels and contain standard housekeeping measures for such vessels as well as</p>
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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Noise	GEN 13 Noise	Development and use in the marine environment should avoid significant adverse effects of man-made noise and vibration, especially on species sensitive to such effects (page 30).	<p>measures to be adopted in the event that a high alert species is recorded. An outline INNSMP has been provided as part of this application (Volume 5, Appendix 5.1.A) and will be updated for submission to MMO and MD-LOT prior to construction.</p> <p>The proposal is therefore considered to be in accordance with GEN 10.</p>
			<p>Within the Marine Scheme ES, the potential for adverse impacts on species due to underwater noise as a result of the Marine Scheme is considered within Volume 2, Chapter 9: Fish and Shellfish Ecology; and Chapter 11: Marine Mammals.</p> <p>The potential impacts on species due to underwater noise (especially those sensitive to such impacts) have been assessed, considering the relevant designed in or tertiary mitigation measures.</p> <p>The underwater noise impact assessment has concluded there were no significant residual impacts on highly mobile species, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with GEN 13.</p>
General	GEN 18 Engagement	Early and effective engagement should be undertaken with the general public and all interested stakeholders to facilitate planning and consenting processes (page 32).	<p>Within the Marine Scheme ES, details of the consultation that has been undertaken with key stakeholders and the general public in Scotland (and England) is discussed within Volume 2, Chapter 4: Stakeholder Consultation and Engagement, with stakeholder presentations received during scoping included in Volume 3, Appendix 3.1: Scoping Report. The proposal is therefore considered to be in accordance with GEN 18.</p>

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Fisheries	<p>FISHERIES 1</p> <p>Taking account of the EU’s Common Fisheries Policy, Habitats Directive (92/43/EEC), Birds Directive (79/409/EEC) and Marine Strategy Framework Directive (2008/56/EC), marine planners and decision makers should aim to ensure:</p> <ul style="list-style-type: none"> • Existing fishing opportunities and activities are safeguarded wherever possible. • An ecosystem-based approach to the management of fishing which ensures sustainable and resilient fish stocks and avoids damage to fragile habitats. • Protection for vulnerable stocks (in particular for juvenile and spawning stocks through continuation of sea area closures where appropriate). • Improved protection of the seabed and historical and archaeological remains requiring protection through effective identification of high-risk areas and management measures to mitigate the impacts of fishing, where appropriate. • That other sectors take into account the need to protect fish stocks and sustain healthy fisheries for both economic and conservation reasons. • Delivery of Scotland’s international commitments in fisheries, including the ban on discards. • Mechanisms for managing conflicts between fishermen and/ or between the fishing sector and other users of the marine environment (page 38). 	<p>Within the Marine Scheme ES, the potential for adverse impacts on fishing activities as a result of the Marine Scheme is considered within Volume 2, Chapter 12: Commercial Fisheries and Volume 3, Appendix 12.1: Commercial Fisheries Engagement Report.</p> <p>The potential impacts on fishing activities have been assessed, considering the relevant designed in and tertiary mitigation measures. Secondary mitigation in the form of co-operation agreements were proposed for creeling. When considering secondary mitigation, the impact assessment concluded there no significant residual impacts on commercial fisheries.</p> <p>An outline FMMS / FLCP has been provided in Volume 5. The final Plan will be developed post-consent, and prior to construction commencing. The outline Plan is based on SSE Renewables’ Principles for Co-Existence with Commercial Fisheries (SSER, 2022). Consultation with third parties has been undertaken and will continue throughout the lifetime of the Marine Scheme.</p> <p>The proposal is therefore considered to be in accordance with FISHERIES 1.</p>
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Fisheries	FISHERIES 2	<p>The following key factors should be taken into account when deciding on uses of the marine environment and the potential impact on fishing:</p> <ul style="list-style-type: none"> • The cultural and economic importance of fishing, in particular to vulnerable coastal communities. • The potential impact (positive and negative) of marine developments on the sustainability of fish and shellfish stocks and resultant fishing opportunities in any given area. • The environmental impact on fishing grounds (such as nursery, spawning areas), commercially fished species, habitats and species more generally. • The potential effect of displacement on: fish stocks; the wider environment; use of fuel; socio-economic costs to fishers and their communities and other marine users (page 38). 	<p>The Applicant is committed to facilitating co-existence between the Marine Scheme and the fishing industry, as detailed in Volume 2, Chapter 12: Commercial Fisheries and Volume 3, Appendix 12.1: Commercial Fisheries Engagement Report. To this end, a range of measures have been proposed and provisions for these measures are included in the outline FMMS /FLCP in Volume 5. The final Plan will be developed post-consent and prior to construction commencing. The outline FMMS / FLCP is based on SSE Renewables’ Principles for Co-Existence with Commercial Fisheries (SSER, 2022).</p> <p>The proposal is therefore considered to be in accordance with FISHERIES 2.</p>
	FISHERIES 3	<p>Where existing fishing opportunities or activity cannot be safeguarded, a Fisheries Management and Mitigation Strategy should be prepared by the proposer of development or use, involving full engagement with local fishing interests (and other interests as appropriate) in the development of the Strategy. All efforts should be made to agree the Strategy with those interests. Those interests should also undertake to engage with the proposer and provide transparent and accurate information and data to help complete the Strategy. The Strategy should be drawn up as part</p>	<p>An outline FMMS / FLCP has been provided in Volume 5. The final Plan will be developed post-consent and prior to construction commencing. The outline FMMS / FLCP is based on SSE Renewables’ Principles for Co-Existence with Commercial Fisheries (SSER, 2022).</p> <p>The proposal is therefore considered to be in accordance with FISHERIES 3.</p>

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of the discharge of conditions of permissions granted (page 38).

Wild Salmon and Diadromous Fish	WILD FISH 1	The impact of development and use of the marine environment on diadromous fish species should be considered in marine planning and decision making processes. Where evidence of impacts on salmon and other diadromous species is inconclusive, mitigation should be adopted where possible and information on impacts on diadromous species from monitoring of developments should be used to inform subsequent marine decision making (page 59).	<p>Within the Marine Scheme ES, the potential for adverse impacts on diadromous fish species (including Atlantic salmon) is considered within Volume 2, Chapter 9: Fish and Shellfish Ecology. The potential impacts on diadromous fish have been assessed taking into account the relevant designed in and tertiary mitigation measures.</p> <p>The impact assessment has concluded there were no significant residual impacts on diadromous fish, and therefore secondary mitigation was not required.</p> <p>Additionally, diadromous fish have been considered within the Marine Scheme Report to Inform the Appropriate Assessment (Part One) which concluded no adverse effects on site integrity for any of the sites with diadromous fish as a qualifying feature. The proposal is therefore considered to be in accordance with WILD FISH 1.</p>
Offshore Marine Renewable Energy	RENEWABLES 6	New and future planned grid connections should align with relevant sectoral and other marine spatial planning processes, where appropriate, to ensure a co-ordinated and strategic approach to grid planning. Cable and network owners and marine users should also take a joined-up approach to development and activity to minimise impacts on the marine historic and natural environment and other users (page 79).	<p>This appendix and Volume 2, Chapter 2: Policy and Legislative Context demonstrate how the Marine Scheme aligns with the relevant sectoral and other marine spatial planning processes.</p> <p>The route appraisal and decision making process is presented in Chapter 6: Route Appraisal and Consideration of Alternatives. The proposal is therefore considered to be in accordance with RENEWABLES 6.</p>


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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Shipping, Ports, Harbours and Ferries	TRANSPORT 6	Marine planners and decision makers and developers should ensure displacement of shipping is avoided where possible to mitigate against potential increased journey lengths (and associated fuel costs, emissions and impact on journey frequency) and potential impacts on other users and ecologically sensitive areas (page 99).	<p>Within the Marine Scheme ES, the potential for adverse impacts on shipping as a result of the Marine Scheme is considered within Volume 2, Chapter 13: Shipping and Navigation, Volume 2, Chapter 15: Other Sea Users and Volume 3, Appendix 13.1: Navigational Risk Assessment.</p> <p>The potential impacts on shipping and navigation have been assessed taking into account the relevant designed in and tertiary mitigation measures. Secondary mitigation was proposed as reducing of period between surface laying and burial / protection so far as practicable. Additional monitoring of a post-lay compass deviation assessment (if it cannot be demonstrated that MCA deviation requirements can be met) is proposed. When considering the proposed secondary mitigation and monitoring, the impact assessment concluded that any residual impacts were 'broadly acceptable' or 'tolerable'.</p> <p>The proposal is therefore considered to be in accordance with TRANSPORT 6.</p>
Submarine Cables	CABLES 1	<p>Cable and network owners should engage with decision makers at the early planning stage to notify of any intention to lay, repair or replace cables before routes are selected and agreed. When making proposals, cable and network owners and marine users should evidence that they have taken a joined-up approach to development and activity to minimise impacts, where possible, on the marine historic and natural environment, the assets, infrastructures and other users.</p> <p>Appropriate and proportionate environmental consideration and risk assessments should be provided which may include cable protection measures</p>	<p>Within the Marine Scheme ES, the cables required for the project are detailed in Volume 2, Chapter 5: Project Description and Volume 2, Chapter 6: Route Appraisal and Consideration of Alternatives, and any relevant existing and knowingly planned subsea cables are considered within Volume 2, Chapter 15: Other Sea Users where compatibility is discussed.</p> <p>The preferred means of cable protection for the Marine Scheme is burial. Where target burial using installation tools cannot be achieved (due to unsuitable ground conditions, at crossings and the proposed Landfall location, for example) cable protection will be utilised. At crossings and where other subsea infrastructure is identified in proximity to the Marine Scheme, crossing and proximity agreements</p>

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		<p>and mitigation plans. Any deposit, removal or dredging carried out for the purpose of executing emergency inspection or repair works to any cable is exempt from the marine licensing regime with approval by Scottish Ministers. However, cable replacement requires a marine licence. Marine Licensing Guidance should be followed when considering any cable development and activity (page 110).</p>	<p>will be developed with the owners of third party assets to maintain safety to infrastructure and other sea users.</p> <p>The potential impacts of the Marine Scheme on the marine historic environment are assessed in Chapter 14: Marine Archaeology and Cultural Heritage, on the natural environment in Chapters 7 to 12, and on the assets, infrastructures and other users associated with third party subsea cables in Chapter 15: Other Sea Users, taking into account the relevant designed in and tertiary mitigation measures.</p>
CABLES 2		<p>The following factors will be taken into account on a case by case basis when reaching decisions regarding submarine cable development and activities:</p> <ul style="list-style-type: none"> • Cables should be suitably routed to provide sufficient requirements for installation and cable protection. • New cables should implement methods to minimise impacts on the environment, seabed and other users, where operationally possible and in accordance with relevant industry practice. • Cables should be buried to maximise protection where there are safety or seabed stability risks and to reduce conflict with other marine users and to protect the assets and infrastructure. • Where burial is demonstrated not to be feasible, cables may be suitably protected through recognised and approved measures (such as rock or mattress placement or cable armouring) where 	<p>The impact assessment has concluded there were no significant residual impacts on subsea cables, and therefore no secondary mitigation was required.</p> <p>The proposal is therefore considered to be in accordance with CABLES 1 and CABLES 2.</p>

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practicable and cost-effective and as risk assessments direct.

- Consideration of the need to reinstate the seabed, undertake post-lay surveys and monitoring and carry out remedial action where required (page 110).

DEFENCE 2

For the purposes of national defence, the MOD may establish by-laws for exclusions and closures of sea areas. In most areas this will mean temporary exclusive use of areas by the MOD. Where potential for conflict with other users is identified, appropriate mitigation will be identified and agreed with the MOD, prior to planning permission, a marine licence, or other consent being granted (page 117).


Within the Marine Scheme ES, the potential for the Ministry of Defence (MOD) areas to be affected as a result of the Marine Scheme are considered within Volume 2, Chapter 15: Other Sea Users.

The MOD areas around the Marine Scheme which are located within Scottish waters are the Forth Outer (X5641) military practice exercise areas, and the D613C and D613D areas of intense aerial activity. Other MOD areas around the Marine Scheme include Druridge Bay (D513, D513A) military practice exercise areas which are in English waters.

Consultation with the MOD has been undertaken regarding any potential impacts or interference with military and defence activities. Following consultation, the Royal Navy 3rd Sector team will be consulted with regarding heritage of MOD-owned wrecks, airspace designations will be identified, and the MOD operator of the Danger Areas that may be affected will be notified of activity associated with the Marine Scheme.

The potential impacts on MOD areas have been assessed considering the relevant designed in and tertiary mitigation measures.


Defence

	<p align="center">Cambois Connection – Marine Scheme</p> <p align="center">ES Appendix 2.1: Marine Plan Conformance Checklist</p>	<p>Doc No: A100796-S01-A-REPT-004-001</p>
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The impact assessment has concluded there were no significant residual impacts on military and defence activity, and therefore no secondary mitigation was required.

The proposal is therefore considered to be in accordance with DEFENCE 2.

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1.2. The North East Inshore and North East Offshore Marine Plan

3. This section demonstrates the conformance of the Marine Scheme with the North East Inshore and North East Offshore Marine Plan as set out in Table 1.3.




	<p align="center">Cambois Connection – Marine Scheme</p> <p align="center">ES Appendix 2.1 Marine Plan Conformance Checklist</p>	<p>Doc No: A100796-S01-A-REPT-004-001</p>
<p>Classification: Final</p>		<p>Rev: A01</p>
<p>Status: Final</p>		

Table 1.3 Alignment of the Marine Scheme with the North East Inshore and North East Offshore Marine Plan


Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Co-existence</p>	<p>NE-CO-1</p>	<p>Proposals that optimise the use of space and incorporate opportunities for co-existence and co-operation with existing activities will be supported.</p> <p>Proposals that may have significant adverse impacts on, or displace, existing activities must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding (page 21).</p>	<p>Within the Marine Scheme ES, the potential for adverse impacts on existing activities as a result of the Marine Scheme is considered within Volume 2, Chapter 12: Commercial Fisheries, Volume 2, Chapter 13: Shipping and Navigation, and Volume 2, Chapter 15: Other Sea Users.</p> <p>The potential impacts on existing activities have been assessed, considering the relevant designed in and tertiary mitigation measures.</p> <p>Secondary mitigation measures have been proposed to reduce the significance of effect which may arise from the Marine Scheme during construction in relation to the effects of temporary loss, displacement or restricted access to fishing grounds due to presence of vessels and safety zones during route preparation activities and during construction on creeling / potting in English waters, including the implementation of evidence-based mitigation to establish co-operation agreements (which reduces the significance to minor).</p> <p>Proposed monitoring includes: Periodic monitoring of cable protection (burial or external protection), Reduction of period between surface laying and burial/ protection so far as practicable, Periodic monitoring of cable protection (burial or external protection); Post-lay compass deviation assessment (if required) (Volume 2, Chapter 13: Shipping and Navigation)</p> <p>The impact assessment has concluded there were no significant residual impacts on existing activities. The proposal is therefore considered to be in accordance with NE-CO-1.</p> <p>An outline FMMS / FLCP has been provided in Volume 5. The final Plan will be developed post-consent. and prior to construction commencing. The outline Plan is based on SSE Renewables’ Principles for Co-Existence with Commercial Fisheries (SSER, 2022). Consultation with third parties has been undertaken and will continue throughout the lifetime of the Marine Scheme.</p>

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Aggregates	NE-AGG-1	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the proposal is compatible with aggregate extraction (page 21).	<p>Within the Marine Scheme ES, the potential for interaction with marine aggregate extraction areas is discussed within Volume 2, Chapter 15: Other Sea Users.</p> <p>There are currently no marine aggregate extraction activity areas (including exploration, production licences and options areas, and application areas) within the Other Sea Users study area in the English Exclusive Economic Zone (EEZ); however, it is noted that there is a resource area identified for 'potential marine aggregate opportunities'. The resource area is only indicative of potential opportunities and does not encompass any active licences or applications. Furthermore, the Marine Scheme will only overlap with approximately 0.02 % of the resource area. Thus, marine aggregate extraction was not considered for further assessment and secondary mitigation was not required. Impacts on marine aggregate extraction was not raised by consultees during Scoping and therefore this approach is considered appropriate (Volume 2, Chapter 15: Other Sea Users).</p> <p>The proposal is therefore considered to be in accordance with NE-AGG-1.</p>
Aquaculture	NE-AQ-1	<p>Proposals within existing or potential strategic areas of sustainable aquaculture production must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals that may have significant adverse impacts on sustainable aquaculture production must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- adverse impacts on sustainable aquaculture production so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding (pages 22-23).</p>	<p>Within the Marine Scheme ES, the potential for adverse impacts to aquaculture (including potential strategic areas of sustainable aquaculture production) as a result of the Marine Scheme is considered within Volume 2, Chapter 15: Other Sea Users.</p> <p>There are no active finfish or shellfish aquaculture sites within the other sea users study area, The closest aquaculture site is located approximately 40 km from the Marine Scheme and is located within the Scottish EEZ. The strategic areas of sustainable aquaculture production are located wholly within English territorial waters. There are no active, inactive, or deregistered marine aquaculture sites that overlap with the Marine Scheme between the Landfall location and up to 12 NM. The closest aquaculture site is a seaweed harvesting site, which is located approximately 40 km from the proposed Marine Scheme.</p> <p>The proposal is therefore considered to be in accordance with NE-AQ-1.</p>

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Air Quality	NE-AIR-1	<p>Proposals must assess their direct and indirect impacts upon local air quality and emissions of greenhouse gases.</p> <p>Proposals that are likely to result in increased air pollution or increased emissions of greenhouse gases must demonstrate that they will, in order of preference:</p> <p>a) avoid</p> <p>b) minimise</p> <p>c) mitigate</p> <p>- air pollution and/or greenhouse gas emissions in line with current national and local air quality objectives and legal requirements.</p>	<p>In line with the Marine Scheme Scoping Report (BBWFL, 2022), air quality was scoped out of the Marine Scheme, as confirmed by the MMO during a meeting on 18 April 2023 (for further detail refer to Volume 2, Chapter 4: Stakeholder Consultation and Engagement).</p> <p>The Applicant has undertaken an assessment of Green House Gas (GHG) emissions. A GHG assessment is provided in Volume 3, Appendix 5.1: Effects on Climate (Greenhouse Gas) Assessment.</p> <p>The proposal is therefore considered to be in accordance with NE-AIR-1</p>
	NE-INF-1	<p>Proposals for appropriate marine infrastructure which facilitates land-based activities, or land-based infrastructure which facilitates marine activities (including the diversification or regeneration of sustainable marine industries), should be supported.</p>	<p>Together with the Onshore Scheme, the Marine Scheme is infrastructure proposed to facilitate the export of green energy from the generation assets associated with the Berwick Bank Wind Farm (BBWF), located in the outer Firth of Forth. The Project will enable the BBWF to reach full generating capacity by 2030. The Marine Scheme will therefore contribute to realising renewable energy capacity in the United Kingdom (UK) and facilitate sustainable marine industries.</p> <p>Owing to the nature of the Marine Scheme and its purpose to facilitate the export of green energy from the generation assets associated with the BBWF by working in connection with the Onshore Scheme.</p> <p>The proposal is therefore considered to be in accordance with NE-INF-1</p>
Knowledge, understanding, appreciation	NE-SOC-1	<p>Those bringing forward proposals should consider and demonstrate how their development shall enhance public knowledge, understanding, appreciation and enjoyment of</p>	<p>As outlined in Volume 2 Chapter 4 Stakeholder Engagement and Consultation the Applicant has undertaken engagement with stakeholders and members of the public.</p>

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
		the marine environment as part of (the design of) the proposal.	<p>As detailed within Volume 3 Appendix 4.1 Report on Public Engagement, Attendees of the Public Exhibition commented that they would be keen to see the Applicant engage with local schools to help develop STEM sessions in the local area. The Project team took details of a local schoolteacher who attended and has since followed up to arrange sessions in the future. The Project team also confirmed they are committed to engaging in STEM activities with local schools and would be keen to explore opportunities wherever possible.</p> <p>The proposal is therefore considered to be in accordance with NE-SOC-1.</p>
Cables	NE-CAB-1	<p>Preference should be given to proposals for cable installation where the method of protection is burial.</p> <p>Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant. Where burial or protection measures are not appropriate, proposals should state the case for proceeding without those measures (page 24).</p>	<p>Within the Marine Scheme ES, cable installation and protection techniques are provided in Volume 2, Chapter 5: Project Description.</p> <p>The preferred means of cable protection for the Marine Scheme is burial. The use of cable protection will be minimised as far as practicable, and only used where required. Cables will be buried to a minimum target depth of 0.5 m and only protected using external protection (e.g., rock berms) where minimum target burial depth is not achieved or at third-party crossings. Application of target cable burial depth will reduce the potential for cable exposure from interactions between metocean regimes (e.g., wave, sand and currents) and interaction with fishing gear. Cable burial also reduces risk of interference with magnetic position fixing equipment.</p> <p>The requirement for cable protection will be informed by outputs from the Cable Burial Risk Assessment completed by the installation contractor(s) prior to the commencement of installation. Rock utilised in berms will be clean with low fines. Use of graded rock and 1:3 profile berms at areas of rock protection will reduce potential fishing gear snagging risk.</p> <p>At crossings and where other subsea infrastructure is identified in proximity to the Marine Scheme, crossing and proximity agreements will be developed with the owners of third party assets to maintain safety to infrastructure and other sea users.</p> <p>The proposal is therefore considered to be in accordance with NE-CAB-1</p>

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
	NE-CAB-2	<p>Proposals demonstrating compatibility with existing landfall sites and incorporating measures to enable development of future landfall opportunities should be supported. Where this is not possible proposals will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate - adverse impacts on existing and potential future landfall sites so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding (page 24).</p>	<p>Within the Marine Scheme ES, the Landfall is detailed in Volume 2, Chapter 5: Project Description and selection of the Landfall location described in Volume 2, Chapter 6: Route Appraisal and Alternatives.</p> <p>The selected Landfall location is within an area of coastline which has been used for a number of comparable infrastructure projects; this includes the North Sea Link interconnector, for which there is no overlap potential, and the export cable corridor for the Blyth Offshore Demonstrator Wind Farm, for which there is marginal overlap.</p> <p>The potential impacts on the Landfall location have been assessed up to Mean High Water Springs (MHWS) in the Marine Scheme ES, considering the relevant designed in mitigation measures and additional (secondary) mitigation and/or monitoring requirements were not considered necessary. The landfall installation will be via trenchless techniques, which avoids direct interactions within the intertidal zone. The potential impacts on the Landfall location landwards from Mean Low Water Springs (MLWS) is assessed in the Onshore Scheme ES. The impact assessment has concluded there were no significant residual impacts on existing landfall sites.</p> <p>The proposal is therefore considered to be in accordance with NE-CAB-2.</p>
	NE-CAB-3	<p>Where seeking to locate close to existing subsea cables, proposals should demonstrate compatibility with ongoing function, maintenance and decommissioning activities relating to the cable (page 25).</p>	<p>Within the Marine Scheme ES, existing and planned subsea cables are considered within Volume 2, Chapter 15: Other Sea Users, where compatibility is discussed.</p> <p>The potential impacts on existing (and planned, within the cumulative effects assessment) subsea cables have been assessed in Chapter 15: Other Sea Users, considering the relevant designed in and tertiary mitigation measures. Up to five third party subsea cables have been identified and assessed in the Marine Scheme ES:</p> <ul style="list-style-type: none"> Northern Sea Link (installed); likely crossing is required; Scotland to England Green Link (SEGL) 1 (in planning, date of construction: 2024 -2027); likely crossing is required, and Eastern Green Link (EGL) 2 (in planning, date of construction: 2026 -2029); proximity agreement expected to be required; Blyth Offshore Wind Farm – Blyth Demo Phase 1 (operational); proximity agreement expected to be required, and

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Dredging and Disposal	NE-DD-2	<p>Proposals that cause significant adverse impacts on licenced disposal sites should not be supported.</p> <p>Proposals that may have significant adverse impacts on licenced disposal sites must demonstrate that they will, in order of preference:</p> <p>A) Avoid;</p> <p>B) Minimise; or</p> <p>C) Mitigate</p> <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate the significant adverse impacts, proposals must state the case for proceeding (page 25).</p>	<ul style="list-style-type: none"> Blyth Offshore Wind Farm – Blyth Demo Phase 2 (in planning, date of construction: unknown); proximity agreement/s expected to be required. <p>Compatibility between the Marine Scheme and these cable assets will be achieved through the crossing and proximity agreements that will be secured through consultation with the cable asset owners and ongoing communication throughout the construction, operation and maintenance, and decommissioning phases of the Marine Scheme.</p> <p>The impact assessment has concluded there were no significant residual impacts on subsea cables, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-CAB-3.</p>
	NE-OG-1	<p>Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity (page 27).</p>	<p>Within the Marine Scheme ES, adverse impacts on licenced dredge disposal sites as a result of the Marine Scheme is considered within Volume 2, Chapter 15: Other Sea Users.</p> <p>There are six licenced dredge disposal sites located within approximately 18 km from the Marine Scheme; however, the Marine Scheme will not overlap with these sites.</p> <p>The potential impacts on temporary obstruction to licenced dredge disposal sites have been assessed, considering the relevant designed in and tertiary mitigation measures.</p> <p>The impact assessment has concluded there were no significant residual impacts on licenced spoil disposal sites, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-DD-2.</p>
Oil and Gas			<p>Within the Marine Scheme ES, oil and gas infrastructure and activity is considered within Volume 2, Chapter 15: Other Sea Users where compatibility is discussed.</p> <p>There is currently no oil and gas infrastructure relating to active licences or boreholes present within the Marine Scheme Other Sea Users Study Area. The closest inactive borehole is located approximately 114 km from the Marine Scheme.</p>

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Ports, harbours and shipping	NE-OG-2	Proposals within areas of geological oil and gas extraction potential demonstrating compatibility with future extraction activity will be supported (page 27).	<p>In October 2022, the North Sea Transition Authority (NSTA) launched the 33rd Offshore Oil and Gas Licensing Round comprising of 898 blocks and part-blocks available for new development and exploration opportunity. The application period ran through January 2023, and licenses are expected to be awarded from the second quarter of 2023 (NSTA, 2022a). As shown in Volume 4, Figure 15.2 Other Sea Users Infrastructure, within the English EEZ, the Other Sea Users study area overlaps with an area of the 33rd Rounds Blocks on Offer and Offshore Petroleum Licenses (NSTA, 2022b). There is no overlap with the Marine Scheme. As no licence announcement has been made at the time of writing the Marine Scheme ES, no further assessment of the 33rd licensing round is made.</p> <p>The proposal is therefore considered to be in accordance with NE-OG-1 and NE-OG-2.</p>
	NE-PS-1	<p>In line with the National Policy Statement for Ports (2012), sustainable port and harbour development should be supported. Only proposals demonstrating compatibility with current port and harbour activities will be supported.</p> <p>Proposals within statutory harbour authority areas or their approaches that detrimentally and materially affect safety of navigation, or the compliance by statutory harbour authorities with the Open Port Duty or the Port Marine Safety Code, will not be authorised unless there are exceptional circumstances.</p> <p>Proposals that may have a significant adverse impact upon future opportunity for sustainable expansion of port and harbour activities, must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p>	<p>Within the Marine Scheme ES, adverse impacts on ports and harbours as a result of the Marine Scheme are considered within Volume 2, Chapter 13: Shipping and Navigation and Volume 3, Appendix 13.1: Navigational Risk Assessment.</p> <p>The potential impacts on ports and harbours have been assessed, considering the relevant designed in and tertiary mitigation measures. The impact assessment concluded there were no significant residual impacts on ports and harbours and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-PS-1.</p>

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		<p>- adverse impacts so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding (pages 28-29).</p>	
	NE-PS-2	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within or encroaching upon International Maritime Organization routing systems unless there are exceptional circumstances (pages 29-30).	<p>As discussed within Volume 2, Chapter 13: Shipping and Navigation and Volume 3, Appendix 13.1: Navigational Risk Assessment, there are no IMO routing systems identified within the Shipping and Navigation Study Area.</p> <p>The potential impact of vessel grounding due to reduced under keel clearance risk have been assessed considering the relevant designed in and tertiary mitigation measures, which stipulate that where external protection is required and the MCA condition of no more than 5% reduction in water depth is not achievable, a location specific review of impacts to shipping and consultation with the MCA will be carried out and additional mitigations agreed as required.</p> <p>The assessment concluded there will be no significant impacts to navigation associated with the Marine Scheme, and therefore secondary mitigation was not required.</p> <p>The proposal is therefore considered to be in accordance with NE-PS-2.</p>
	NE-PS-3	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, strategically important navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances (page 30).	<p>A collision risk assessment and consideration of potential impacts to navigation have been carried out within Volume 3, Appendix 13.1: Navigational Risk Assessment. The potential impacts on vessel-to-vessel collision risk have been assessed considering the relevant designed in and tertiary mitigation measures. It is considered that through employment of the proposed mitigation and management measures there will be no significant impacts to navigation associated with the Marine Scheme.</p> <p>The proposal is therefore considered to be in accordance with NE-PS-3.</p>
Renewables	NE-REN-1	Proposals that enable the provision of renewable energy technologies and associated supply chains, will be supported.	Together with the Onshore Scheme, the Marine Scheme is infrastructure proposed to facilitate the export of green energy from the generation assets associated with the BBWF, located in the outer Firth of Forth. The Project will enable the BBWF to reach full generating capacity by 2030. The Marine Scheme will therefore contribute to realising renewable energy capacity in the United Kingdom (UK).

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Berwick Bank Wind Farm and the Marine Scheme represents a multi-billion-pound investment and presents an enormous opportunity for the local and UK supply chain. The Applicant has engaged with and utilised several UK suppliers, ranging from the hospitality sector, communications sector, local ports, and harbours, UK based environmental, survey, geotechnical and engineer consultancies and local contractors. In April 2020 the Applicant held an initial Supply Chain online seminar which was attended by approximately 700 businesses, and we are committed to continuing our engagement with the local supply chain. In February 2022 the Applicant attended a skills and apprenticeship fair sponsored by Ian Levy MP, which was held in Cramlington.

As outlined in Volume 3, Appendix 4.1 report on Public Consultation Several attendees commented on their desire to see economic benefit felt locally because of SSER proposals. Project team members took several details of local contractors, explained recent supply chain engagement activities, and confirmed that future engagement, specifically targeting the local supply chain would be undertaken in the event of successful consent applications.

Owing to the nature of the Marine Scheme and its purpose to facilitate the export of green energy from the generation assets associated with the BBWF, the Marine Scheme is considered to be in accordance with NE-REN-1


NE-REN-2

Proposals for new activity within areas held under a lease or an agreement for lease for renewable energy generation should not be authorised, unless it is demonstrated that the proposed development or activity will not reduce the ability to construct, operate or decommission the existing or planned energy generation project (page 32).

Within the Marine Scheme ES, the potential for impacts on renewable energy projects as a result of the Marine Scheme is considered within Volume 2, Chapter 15: Other Sea Users.


The Marine Scheme boundary overlaps with the BBWF array area as the Marine Scheme Offshore Export Cables connect into up to two offshore converter station platforms located within the BBWF array area. The Marine Scheme will marginally overlap with the Blyth Offshore Wind Farm – Blyth Demo Phase 1 and Blyth Demo Phase 2 (&3) export cable infrastructure near Landfall.

The potential impacts on renewable energy projects have been assessed considering the relevant designed in and tertiary mitigation measures.

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			<p>The impact assessment has concluded there were no significant residual impacts on renewables, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-REN-2.</p>
Seascape & Landscape	NE-REN-3	<p>Proposals for the installation of infrastructure to generate offshore renewable energy, inside areas of identified potential and subject to relevant assessments, will be supported.</p>	<p>Together with the Onshore Scheme, the Marine Scheme is infrastructure proposed to facilitate the export of green energy from the generation assets associated with the BBWF, located in the outer Firth of Forth. The Project will enable the BBWF to reach full generating capacity by 2030. The Marine Scheme will therefore contribute to realising renewable energy capacity in the United Kingdom (UK).</p> <p>Owing to the nature of the Marine Scheme and its purpose to facilitate the export of green energy from the generation assets associated with the BBWF, the Marine Scheme is considered to be in accordance with NE-REN-3.</p> <p>This ES considers the effects of the Marine Scheme during construction, operation and maintenance, and decommissioning, on the marine and coastal environment (ES, Volume 2). The Marine Scheme is therefore considered to be in accordance with NE-REN-3.</p>
	NE-SCP-1	<p>Proposals should ensure they are compatible with their surroundings and should not have a significant adverse impact on the character or visual resource of the seascape and landscape of the area.</p> <p>The location, scale and design of proposals should take account of the character, quality and distinctiveness of the seascape and landscape.</p> <p>Proposals that may have significant adverse impacts on the seascape and landscape of the area should demonstrate that they will, in order of preference:</p> <p>a) avoid,</p>	<p>Landscape and visual impacts from the Onshore Scheme are assessed within the Onshore Scheme ES, which will include all elements of the Marine Scheme between MLWS and MHWS (including Landfall installation).</p> <p>As confirmed by the MMO through formal engagement and reported within Volume 2, Chapter 4: Stakeholder Engagement and Consultation, there is no requirement for any form of seascape assessment required for the Marine Scheme as there is no potential for significant adverse impact on the character or visual resource of the seascape and landscape character of the area; Once installed, all parts of the Marine Scheme will be entirely subsea (buried in or laid on the seabed) with no infrastructure present or visible above the sea surface. As set out in the Scoping Report (section 4.9) there is no potential for any significant seascape, landscape and visual impacts across construction, operation and maintenance and decommissioning of the Marine Scheme.</p> <p>The proposal is therefore considered to be in accordance with NE-SCP-1.</p>


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		<p>b) minimise</p> <p>c) mitigate</p> <p>- adverse impacts so they are no longer significant.</p> <p>If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh the significant adverse impacts to the seascape and landscape of the area.</p> <p>Proposals within or relatively close to nationally designated areas should have regard to the specific statutory purposes of the designated area. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty.</p>	
Heritage assets	NE-HER-1	<p>Proposals that demonstrate they will conserve and enhance the significance of heritage assets will be supported. Where proposals may cause harm to the significance of heritage assets, proponents must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- any harm to the significance of heritage assets. If it is not possible to mitigate, then public benefits for proceeding with the proposal must outweigh the harm to the significance of heritage assets (page 34).</p>	<p>Within the Marine Scheme ES, the potential for harm to the significance of heritage assets as a result of the Marine Scheme is considered within Volume 2, Chapter 14: Marine Archaeology and Cultural Heritage where the potential impacts on heritage assets have been assessed, considering the relevant designed in and tertiary mitigation measures.</p> <p>The impact assessment has concluded there were no significant residual impacts on heritage assets, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-HER-1.</p>

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Fisheries	NE-FISH-2	<p>Proposals that enhance access for fishing activities should be supported. Proposals that may have significant adverse impacts on access for fishing activities must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- adverse impacts so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding (page 36).</p>	<p>Within the Marine Scheme ES, the potential for adverse impacts on fishing activities as a result of the Marine Scheme is considered within Volume 2, Chapter 12: Commercial Fisheries and Volume 3, Appendix 12.1: Commercial Fisheries Engagement Log.</p> <p>The potential Impacts on fishing activities have been assessed, considering the relevant designed in and tertiary mitigation measures.</p> <p>The assessment concluded that a likely significant cumulative effect may arise from the Marine Scheme during construction in relation to the effects of temporary loss, displacement or restricted access to fishing grounds due to presence of vessels and safety zones during route preparation activities and during construction on creeling / potting in English waters due to the potential requirement for the relocation or removal of static gear. Where this is the case, mitigation will be implemented for affected vessels in the form of an evidence-based approach, in accordance with Fisheries Liaison with Offshore Wind and Wet Renewables (FLOWW) guidance, through the establishment of co-operation agreements. With the implementation of this, the magnitude of the cumulative impact would be reduced to low, and the residual significance of the cumulative effect reduced to minor adverse significance which is not significant in EIA terms.</p> <p>The proposal is therefore considered to be in accordance with NE-FISH-2.</p> <p>An outline FMMS / FLCP has been provided in Volume 5. The final Plan will be developed post-consent. and prior to construction commencing. The outline Plan is based on SSE Renewables' Principles for Co-Existence with Commercial Fisheries (SSER, 2022). Consultation with third parties, including fishermen and their representative organisations, has been undertaken and will continue throughout the lifetime of the Marine Scheme.</p>
	NE-FISH-3	<p>Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes, should be supported.</p> <p>Proposals that may have significant adverse impacts on essential fish habitat, including spawning, nursery and feeding grounds, and</p>	<p>Within the Marine Scheme ES, the potential for adverse impacts on essential fish habitats as a result of the Marine Scheme is considered within Volume 2, Chapter 9: Fish and Shellfish Ecology.</p> <p>The potential impacts on essential fish habitats have been assessed, considering the relevant designed in and tertiary mitigation measures.</p>

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		migratory routes, must demonstrate that they will, in order of preference: A) Avoid; B) Minimise; or C) Mitigate - adverse impacts so they are no longer significant (page 36).	The impact assessment has concluded there were no significant residual impacts on essential fish habitats, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-FISH-3.
Employment	NE-EMP-1	Proposals that result in a net increase in marine related employment will be supported, particularly where they meet one or more of the following: <ul style="list-style-type: none"> • Are aligned with local skills strategies and support the skills available; • Create a diversity of opportunities; • Create employment in locations identified as the most deprived; or • Implement new technologies - in, and adjacent to, the north east marine plan areas (page 37).	The Marine Scheme will support local and UK employment during construction, operation and maintenance, and decommissioning. In line with the Marine Scheme Scoping Report (BBWFL, 2022), socioeconomics was scoped out of the Marine Scheme, as confirmed by the MMO during a meeting on 18 April 2023 (for further detail refer to Volume 2, Chapter 4: Stakeholder Consultation and Engagement), however the Applicant has carried out an assessment of impacts on commercial fisheries; please refer to Volume 2, Chapter 9: Commercial Fisheries. The proposal is therefore considered to be in accordance with NE-EMP-1.

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<i>Climate change</i>	NE-CC-1	<p>Proposals that conserve, restore or enhance habitats that provide flood defence or carbon sequestration will be supported.</p> <p>Proposals that may have significant adverse impacts on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- adverse impacts so they are no longer significant</p> <p>Compensate for significant adverse impacts that can be mitigated (page 38).</p>	<p>During Scoping, carbon sequestration was considered with regards to blue carbon potential; it was considered that the potential for significant effects to blue carbon storage as a result of the Marine Scheme were not likely and it has therefore been scoped out of the EIA. This approach has been agreed with stakeholders such as NatureScot through Scoping (please see Volume 2, Chapter 8: Benthic Subtidal and Intertidal Ecology).</p> <p>Within the Marine Scheme ES, the potential for adverse impacts on habitats that provide flood defence as a result of the Marine Scheme is considered within Volume 2, Chapter 7: Offshore Physical Environment and Seabed Conditions.</p> <p>The potential impacts on habitats that provide flood defence have been assessed considering the relevant designed in and tertiary mitigation measures.</p> <p>The impact assessment has concluded there were no significant residual impacts on habitats, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-CC-1.</p>
	NE-CC-2	Proposals in the North East Marine Plan areas should demonstrate for the lifetime of the project that they are resilient to the impacts of climate change and coastal change (page 38).	As presented in the Marine Scheme Scoping Report (BBWFL, 2022), the Marine Scheme being a subsea cable, there is no potential for significant impacts from climate change on the Marine Scheme during the construction, operation and maintenance and decommissioning phases of the Marine Scheme and hence assessment of climate resilience of the Marine Scheme has been scoped out of the ES. Scoping out of Climate Change impacts has been confirmed by the MMO during a meeting held on 18 April 2023.
	NE-CC-3	Proposals in the North East Marine Plan areas, and adjacent marine plan areas, that are likely to have significant adverse impacts on coastal change, or on climate change adaptation measures inside and outside of the proposed project areas, should only be supported if they can demonstrate that they will, in order of preference:	Within the Marine Scheme ES, the potential for adverse impacts on coastal change as a result of the Marine Scheme is considered within Volume 2, Chapter 7: Offshore Physical Environment and Seabed Conditions where metocean and physical processes are discussed.

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		A) Avoid; B) Minimise; or C) Mitigate - adverse impacts so they are no longer significant (page 39).	<p>The potential impacts on coastal change have been assessed, considering the relevant designed in and tertiary mitigation measures.</p> <p>The impact assessment has concluded there were no significant residual impacts on coastal change, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-CC-2 AND -3.</p>
<i>Marine litter</i>	NE-ML-2	<p>Proposals that facilitate waste re-use or recycling to reduce or remove marine litter will be supported.</p> <p>Proposals that could potentially increase the amount of marine litter in the marine plan areas must include measures to, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate - waste entering the marine environment (page 43).</p>	<p>Within the Marine Scheme ES, the potential for waste entering the marine environment as a result of the Marine Scheme is considered within Volume 2, Chapter 5: Project Description where waste management is discussed.</p> <p>An EMP will be developed and employed to ensure potential release for pollutants will be reduced as far as practicable. This will include a Marine Pollution Contingency and Control Plan (MPCCP). An outline EMP has been provided as part of this application (Volume 5, Appendix 5.1) and will be updated for submission to MMO and MD-LOT prior to construction.</p> <p>The MPCCP will be implemented to ensure that, in the unlikely event that a pollution event occurs, any spillage is reduced as far as reasonably practicable and effects on the environment are ideally avoided or reduced. Implementation of these measures will reduce the accidental release of contaminants from vessels as far as reasonably practicable, thus providing protection for marine life across all phases of the Marine Scheme. This will include but may not be limited to: designated areas for refuelling where spillages can be easily contained, storage of chemicals in secure designated areas in line with appropriate regulations and guidelines, only using substances approved on Cefas list under the Offshore Chemical Regulations, double skinning of pipes and tanks containing hazardous substances, and storage of these substances in impenetrable bunds. This will control the potential release of contaminants from supply and service vessels. An outline MPCCP has been provided as part of this application (Volume 5, Appendix 5.1A) and will be updated for submission to MMO and MD-LOT prior to construction.</p> <p>Additionally, vessels will be in compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL) regulations.</p> <p>The proposal is therefore considered to be in accordance with NE-ML-2.</p>

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Water quality	NE-WQ-1	<p>Proposals that protect, enhance and restore water quality will be supported.</p> <p>Proposals that cause deterioration of water quality must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- deterioration of the water quality in the marine environment (page 43).</p>	<p>Within the Marine Scheme ES, the potential for deterioration of water quality as a result of the Marine Scheme is considered within Volume 2, Chapter 7: Offshore Physical Environment and Seabed Conditions, and within Volume 2, Chapter 15: Other Sea Users where the potential interaction with bathing waters is discussed. Additionally, a Water Framework Directive (WFD) Assessment has been undertaken which can be found in Volume 5.</p> <p>The potential impacts on water quality have been assessed as part of the ES and the WFD Assessment, with consideration of the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant impacts on water quality, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-WQ-1.</p>
Access	NE-ACC-1	<p>Proposals demonstrating appropriate enhanced and inclusive public access to and within the marine area, including the provision of services for tourism and recreation activities, will be supported.</p> <p>Proposals that may have significant adverse impacts on public access should demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- adverse impacts so they are no longer significant (page 44).</p>	<p>Within the Marine Scheme ES, the potential for adverse impacts on public access as a result of the Marine Scheme is considered within Volume 2, Chapter 15: Other Sea Users where the potential interaction with tourism and recreation activities is discussed.</p> <p>Volume 2, Chapter 15: Other Sea Users has considered marine recreational activities including recreational sailing, boating and motor cruising, recreational fishing, and other recreational activities such as diving, water sports, and beach users and bathing waters as described above. Marine recreational activities were found to be mainly concentrated in the English territorial waters, with the highest density on the coastline. The Marine Scheme does not overlap with any areas of 'high' intensity for activity (refer to Volume 2, Chapter 15: Other Sea Users, for details on this definition).</p> <p>The potential impacts on public access have been assessed considering the relevant designed in and tertiary mitigation measures.</p>
Tourism and Recreation	NE-TR-1	<p>Proposals that promote or facilitate sustainable tourism and recreation activities, or that create appropriate opportunities to expand or diversify the current use of facilities, should be supported.</p> <p>Proposals that may have significant adverse impacts on tourism and recreation activities must</p>	<p>The impact assessment has concluded there were no significant residual impacts on public access, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-ACC-1 AND NE-TR-1.</p>

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Defence		demonstrate that they will, in order of preference: A) Avoid; B) Minimise; or C) Mitigate - adverse impacts so they are no longer significant (page 45).	
	NE-DEF-1	Proposals in or affecting Ministry of Defence areas should only be authorised with agreement from the Ministry of Defence (page 46).	<p>Within the Marine Scheme ES, the potential for the MOD areas to be affected as a result of the Marine Scheme is considered within Volume 2, Chapter 15: Other Sea Users where the potential interaction with military and defence activities are discussed.</p> <p>The MOD areas around the Marine Scheme which are located within English waters include Druridge Bay (D513, D513A) military practice exercise areas. Other MOD areas are located within Scottish Waters and are the Forth Outer (X5641) military practice exercise areas, and the D613C and D613D areas of intense aerial activity.</p> <p>Consultation with the MOD has been undertaken regarding any potential impacts or interference with military and defence activities. The MOD operator of the Danger Areas that may be affected will be notified of activity associated with the Marine Scheme.</p> <p>The potential impacts on MOD areas have been assessed considering the relevant designed in and tertiary mitigation measures. n/A The impact assessment has concluded there were no significant residual impacts on military and defence activity, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-DEF-1.</p>
Marine protected areas	NE-MPA-1	<p>Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported.</p> <p>Proposals that may have adverse impacts on the objectives of marine protected areas must demonstrate that they will, in order of preference:</p>	The Marine Scheme has been specifically refined to avoid direct interaction with key designations (including Farnes East MCZ), environmental sensitivities, and notable inshore fishing grounds as far as reasonably practicable. On the approach to the Landfall at Cambois, the route has been selected to minimise the footprint within European Sites. Nearshore routes with greater levels of interactivity with European Sites along the English and Scottish coast have been de-selected. This is detailed in Volume 2, Chapter 5: Project Description and Chapter 6: Route Appraisal and Consideration of Alternatives.

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		A) Avoid; B) Minimise; or C) Mitigate - adverse impacts, with due regard given to statutory advice on an ecologically coherent network (page 46).	Within the Marine Scheme ES, the potential for adverse impacts to marine protected areas as a result of the Marine Scheme is considered within Volume 2, Chapter 7: Offshore Physical Environment and Seabed Conditions; Chapter 8: Benthic Subtidal and Intertidal Ecology; Chapter 9: Fish and Shellfish Ecology; Chapter 10: Offshore and Intertidal Ornithology; Chapter 11: Marine Mammals; and their respective technical appendices. Furthermore, a MPA and MCZ Assessment has been carried out and is provided as an accompanying document to the Marine Licence applications submitted to MD-LOT and the MMO.
	NE-MPA-2	Proposals that enhance a marine protected area's ability to adapt to climate change, enhancing the resilience of the marine protected area network, will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change, and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference: A) Avoid; B) Minimise; or C) Mitigate - adverse impacts (pages 46-47).	The potential impacts on marine protected areas have been assessed considering the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant residual impacts on marine protected areas, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-MPA-1, -2 and -4. Furthermore, an assessment on potential impacts from the Marine Scheme on sites designated for geodiversity features is presented in Volume 2, Chapter 7: Offshore Physical Environment and Seabed Conditions. The assessment on designated geodiversity features has considered the relevant designed in and tertiary mitigation measures.
	NE-MPA-4	Proposals that may have significant adverse impacts on designated geodiversity must demonstrate that they will, in order of preference: A) Avoid; B) Minimise; or C) Mitigate - adverse impacts so they are no longer significant (page 48).	The impact assessment has concluded there were no significant residual impacts on sites designated geodiversity feature. The proposal is therefore considered to be in accordance with NE-MPA-4.
Bio diversity	NE-BIO-1	Proposals that enhance the distribution of priority habitats and priority species will be supported.	Within the Marine Scheme ES, the potential for adverse impacts to native species (including priority species and priority habitats), habitat connectivity and migration, as a result of the Marine Scheme is considered within Volume 2, Chapter 8: Benthic Subtidal

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		<p>Proposals that may have significant adverse impacts on the distribution of priority habitats and priority species must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate - adverse impacts so they are no longer significant; or Compensate for significant adverse impacts that cannot be mitigated (page 48).</p>	<p>and Intertidal Ecology; Chapter 9: Fish and Shellfish Ecology; Chapter 10: Offshore and Intertidal Ornithology; and Chapter 11: Marine Mammals.</p> <p>The potential impacts on priority habitats and species have been assessed considering the relevant designed in and tertiary mitigation measures. Temporary and permanent habitat loss as a result of the Marine Scheme has been assessed in Chapter 8: Benthic Subtidal Ecology. The impact assessment has concluded there were no significant residual impacts on habitats and species, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-BIO-1, -2 AND -3.</p>
	NE-BIO-2	<p>Proposals that enhance or facilitate native species or habitat adaptation or connectivity, or native species migration, will be supported. Proposals that may cause significant adverse impacts on native species or habitat adaptation or connectivity, or native species migration, must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate - adverse impacts so they are no longer significant; or Compensate for significant adverse impacts that cannot be mitigated (pages 48-49).</p>	
	NE-BIO-3	<p>Proposals that conserve, restore or enhance coastal habitats, where important in their own right and/or for ecosystem functioning and provision of ecosystem services, will be supported.</p> <p>Proposals must take account of the space required for coastal habitats, where important in their own right and/or for ecosystem functioning</p>	

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Invasive non-native species		<p>and provision of ecosystem services, and demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; C) Mitigate; D) Compensate for - net habitat loss (page 49).</p>	
	NE-INNS-1	<p>Proposals that reduce the risk of introduction and/or spread of invasive non-native species should be supported.</p> <p>Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts that would arise through the introduction and transport of invasive non-native species, particularly when:</p> <p>Moving equipment, boats or livestock (for example fish or shellfish) from one water body to another;</p> <p>Introducing structures suitable for settlement of invasive non-native species, or the spread of invasive non-native species known to exist in the area (page 50).</p>	<p>Within the Marine Scheme ES, the risk of introduction and/or spread of invasive non-native species as a result of the Marine Scheme is considered within Volume 2, Chapter 9: Fish and Shellfish Ecology.</p> <p>The potential impacts of invasive non-native species as a result of the Marine Scheme have been assessed, considering the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant residual impacts on INNS, and therefore secondary mitigation was not required.</p> <p>As part of the overall designed in mitigation for the Marine Scheme, an EMP will be developed which will include an INNSMP. The INNSMP will be implemented to manage and reduce the risk of potential introduction and spread of INNS as far as reasonably practicable. The plan will include, but may not be limited to, measures to facilitate vessel compliance with the IMO ballast water management guidelines and adherence to the IMO guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species (Biofouling Guidelines). It will consider the origin of vessels and contain standard housekeeping measures for such vessels as well as measures to be adopted in the event that a high alert species is recorded. An outline INNSMP has been provided as part of this application (Volume 5, Appendix 5.1.A) and will be updated for submission to MMO and MD-LOT prior to construction. The proposal is therefore considered to be in accordance with NE-INNS-1.</p>
Disturbance	NE-DIST-1	<p>Proposals that may have significant adverse impacts on highly mobile species through disturbance or displacement must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or</p>	<p>Within the Marine Scheme ES, the potential for adverse impacts on highly mobile species due to disturbance or displacement as a result of the Marine Scheme is considered within Volume 2, Chapter 9: Fish and Shellfish Ecology; Chapter 10: Offshore and Intertidal Ornithology; and Chapter 11: Marine Mammals, where disturbance and displacement are discussed.</p>

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Topic	Policy	Objective	Details of how the Marine Scheme meets the requirements of the objective/policy
Underwater noise		C) Mitigate - adverse impacts so they are no longer significant (page 51).	The potential impacts on highly mobile species have been assessed considering the relevant designed in and tertiary mitigation measures. The impact assessment has concluded there were no significant residual impacts on highly mobile species, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-DIST-1.
	NE-UWN-1	Proposals that result in the generation of impulsive sound must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the Marine Strategy Part One Descriptor 11 (page 51).	Within the Marine Scheme ES, the potential for adverse impacts on highly mobile species due to underwater noise as a result of the Marine Scheme is considered within Volume 2, Chapter 9: Fish and Shellfish Ecology and Volume 2, Chapter 11: Marine Mammals. The potential impacts on highly mobile species due to underwater noise have been assessed considering the relevant designed in and tertiary mitigation measures.
	NE-UWN-2	Proposals that result in the generation of impulsive or non-impulsive noise must demonstrate that they will, in order of preference: A) Avoid; B) Minimise; or C) Mitigate - adverse impacts on highly mobile species so they are no longer significant. If it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding (pages 51-52).	The impact assessment has concluded there were no significant residual impacts on highly mobile species, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-UWN-1 and -2.

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Cumulative effects	NE-CE-1	<p>Proposals which may have adverse cumulative effects with other existing, authorised, or reasonably foreseeable proposals must demonstrate that they will, in order of preference:</p> <p>A) Avoid; B) Minimise; or C) Mitigate</p> <p>- adverse cumulative and/or in-combination effects so they are no longer significant (page 52).</p>	<p>Within the Marine Scheme ES, the potential for adverse cumulative effects is considered throughout the technical chapters (Volume 2, Chapter 7 to Chapter 15) as part of a Cumulative Effects Assessment and the associated long list of Cumulative Developments (Volume 3, Appendix 3.4), where other existing, authorised, or reasonably foreseeable proposals are discussed.</p> <p>The likely adverse cumulative effects have been assessed, with consideration of the relevant designed in and tertiary mitigation measures in each technical chapter.</p> <p>The impact assessment has concluded there were no significant cumulative effects, and therefore secondary mitigation was not required. The proposal is therefore considered to be in accordance with NE-CE-1.</p>
Cross-border co-operation	NE-CBC-1	<p>Proposals must consider cross-border impacts throughout the lifetime of the proposed activity. Proposals that impact upon one or more marine plan areas or terrestrial environments must show evidence of the relevant public authorities (including other countries) being consulted and responses considered (page 52).</p>	<p>The Marine Scheme crosses the Scottish/English border, as detailed within Volume 2, Chapter 1: Introduction and Volume 2 and Chapter 5: Project Description. Compliance with Scottish and UK-wide legislation and policy is detailed in Volume 2, Chapter 2: Policy and Legislative Context, including details of compliance with EIA regulations in Scotland and the UK, which is further described in Volume 2, Chapter 3: EIA Methodology. The Applicant has been and will continue to be in consultation with MD-LOT and the MMO throughout the lifetime of the Marine scheme (Volume 2, Chapter 4: Stakeholder Consultation and Engagement). The proposal is therefore considered to be in accordance with NE-CBC-1.</p>

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1.3. References

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