



Offshore Wind Power Limited

# West of Orkney Windfarm Offshore EIA Report Addendum

## Introduction

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# 1 BACKGROUND

Offshore Wind Power Limited (OWPL) (the Applicant) is proposing the development of the West of Orkney Windfarm ('the Project'), an Offshore Wind Farm (OWF), located at least 23 kilometres (km) from the north coast of Scotland and 28 km from the west coast of Hoy, Orkney (Figure 1-1).

The offshore Project (i.e. the offshore components of the Project (seaward of Mean High Water Springs (MHWS)) will consist of Wind Turbine Generators (WTGs) and all infrastructure required to transmit the power generated by the WTGs to shore. The key offshore components of the offshore Project will include:

- Up to 125 WTGs with fixed-bottom foundations (monopile, piled jacket or suction bucket jacket);
- Up to five High Voltage Alternating Current (HVAC) Offshore Substation Platforms (OSPs);
- Up to 500 km of inter-array cables;
- Up to 150 km of interconnector cables; and
- Up to five offshore export cables to landfalls at Greeny Geo and/or Crosskirk at Caithness, with a total length of up to 320 km (average of 64 km per offshore export cable).

The Applicant submitted an application for consent under Section 36 of the Electricity Act 1989 and Marine Licences under Part 4 of the Marine (Scotland) Act 2010 and the Marine and Coastal Access Act 2009 to Scottish Ministers in September 2023 ('the Offshore Application'). The content of the Offshore Application (available here: <https://www.westoforkney.com/planning-consent/west-orkney-offshore-application>) is detailed in Table 1-1.

Table 1-1 Offshore Application contents

DOCUMENT	CONTENTS
<b>Application documents</b>	Comprising the following: <ul style="list-style-type: none"> <li>• Section 36 letter and Marine Licence application forms;</li> <li>• Pre-Application Consultation (PAC) Report and Appendices; and</li> <li>• Offshore Planning Statement.</li> </ul>
<b>Offshore Environmental Impact Assessment (EIA) Report</b>	The Offshore EIA Report was produced under the EIA Regulations <sup>1</sup> to assess the significance of the impacts of the offshore Project, including: <ul style="list-style-type: none"> <li>• Volume 1 - EIA chapters:               <ul style="list-style-type: none"> <li>– Non-Technical Summary;</li> </ul> </li> </ul>

<sup>1</sup> The relevant EIA Regulations include the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017, the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, and the Marine Works (Environmental Impact Assessment) Regulations 2007.



DOCUMENT	CONTENTS
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- Upfront chapters (Chapters 1 – 7);
- Topic chapters (Chapters 8 – 20);
- Onshore EIA summary (Chapter 21);
- Summary of mitigation and monitoring (Chapter 22); and
- Conclusion and next steps (Chapter 23).
- Volume 2 - EIA Supporting studies (Supporting Studies 1 - 22);
- Volume 3 - Outline management plans (Outline Plans 1 – 6).

**Report to Inform Appropriate Assessment (RIAA)**

The RIAA produced as part of the Habitats Regulations Appraisal (HRA) process under the Habitats Regulations<sup>2</sup> to assess the effects of the offshore Project on European Sites. The RIAA informs the Competent Authority's Appropriate Assessment to determine if the offshore Project has the potential to result in an Adverse Effect on Site Integrity (AEoSI), either alone or in combination with other projects, plans and activities.

**Derogation Case Without Prejudice**

The without prejudice Derogation Case contained evidence from the Applicant on the HRA Derogation Provisions and included:

- Derogation Case - demonstrated that the HRA Derogation Provisions can be satisfied if it is necessary to resort to them to authorise the offshore Project;
- Compensation Measures Plan – proposed measures to compensate for the predicted impacts from the Project alone, produced without prejudice; and
- Compensation Implementation and Monitoring Plan – details on how the proposed compensatory measures can be implemented and monitored.

The Applicant also submitted an application for Planning Permission in Principle (PPP) for the onshore Project (i.e. the onshore components of the Project landward of Mean Low Water Springs (MLWS)) (<https://www.westoforkney.com/planning-consent/west-orkney-onshore-application>) to The Highland Council (THC) in November 2023. THC granted PPP on 18<sup>th</sup> June 2024.

<sup>2</sup> The relevant Habitats Regulations for the offshore Project include the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), the Conservation of Offshore Marine Habitats and Species Regulations 2017, and the Conservation of Habitats and Species Regulations 2017.

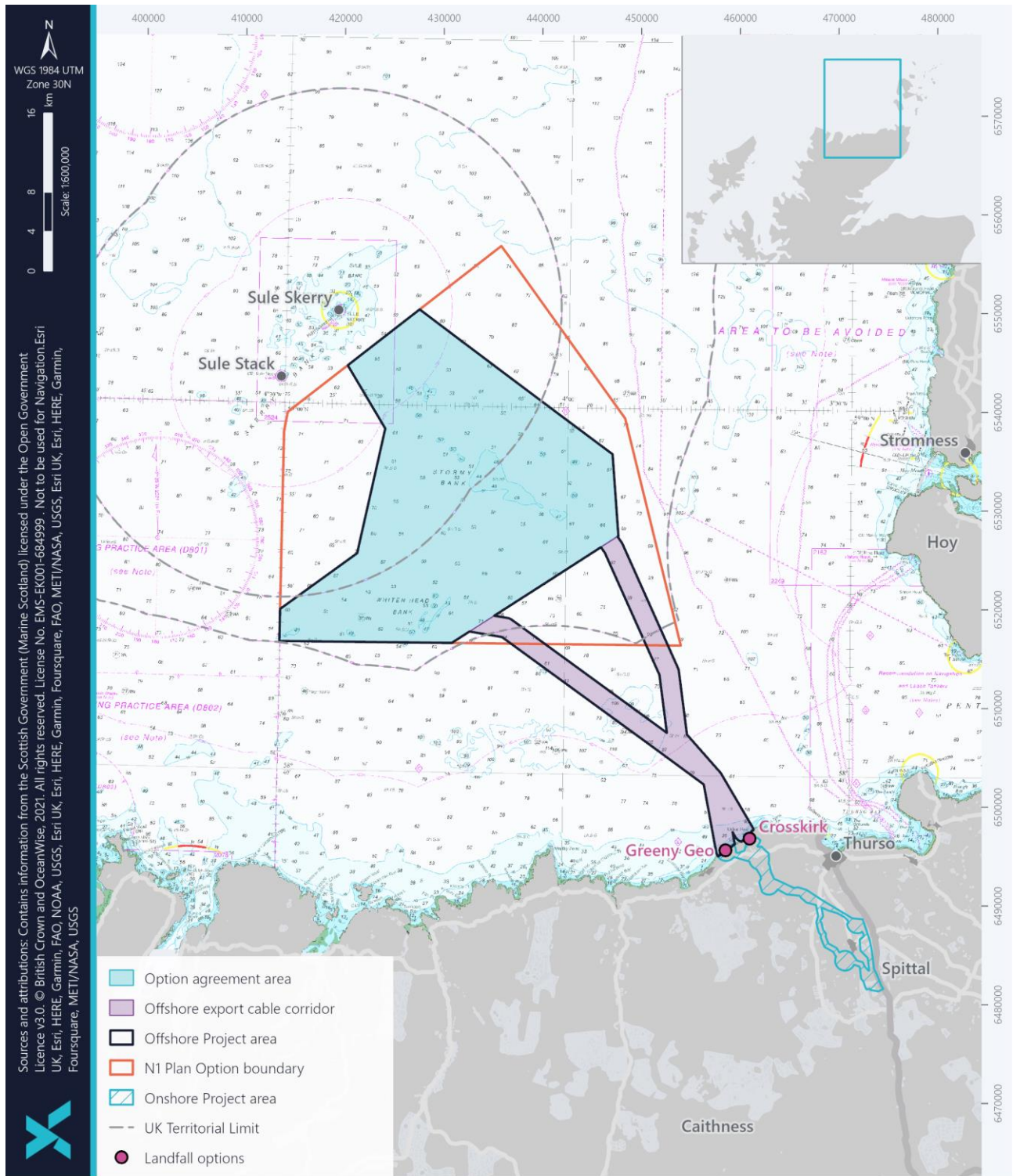


Figure 1-1 Offshore Project overview as presented within the Offshore EIA Report



## 2 PURPOSE OF THE OFFSHORE EIA REPORT ADDENDUM

Following the review of the Offshore Application, and upon receipt of representations from consultees, Marine Directorate – Licensing Operations Team (MD-LOT) issued an Additional Information Request to the Applicant on 8<sup>th</sup> February 2024 under:

- Regulation 21 of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017;
- Regulation 19 of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017; and
- Regulation 14 of the Marine Works (Environmental Impact Assessment) Regulations 2007.

A further Additional Information Request was received on 8<sup>th</sup> April 2024 upon receipt of representations from Marine Directorate – Science Evidence Data and Digital (MD-SEDD) and the Orkney Islands Council (OIC).

The Additional Information Requests have been made to the Applicant for the provision of further information to allow Scottish Ministers to make a reasoned conclusion on the significance of the effects of the offshore Project on the environment, and also to provide clarity on several specific points raised by consultees.

This Offshore EIA Report Addendum has been prepared by the Applicant in response to the Additional Information Requests from MD-LOT, received on 8<sup>th</sup> February and 8<sup>th</sup> April 2024, in support of the Offshore Application made for the offshore Project in September 2023. The additional information contained within this Offshore EIA Report Addendum encompasses:

- Additional information as defined under the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017, as:
  - Supplementary information about any matter mentioned in schedule 4 of these regulations which in the opinion of the Scottish Ministers is directly relevant to reaching a reasoned conclusion on the significant effects of the development on the environment<sup>3</sup>; and
  - Any other relevant information which, in the opinion of the Scottish Ministers, is substantive information about a matter to be included in the Offshore EIA Report<sup>4</sup>; and
- Further information, as defined under Regulation 14(1A) of the Marine Works (Environmental Impact Assessment) Regulations 2007, which includes information directly relevant to reaching a conclusion about the significant effects of the Project; and
- Any other information in response to the specific clarification points raised by consultees that, in the Applicant's opinion, is of relevance to MD-LOT's Additional Information Request.

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<sup>3</sup> As per Regulation 21(2) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and Regulation 19(2) of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017.

<sup>4</sup> As per Regulation 6(2) of the Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and Regulation 5(2) of the Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017.





This Offshore EIA Report Addendum relates to the following Offshore EIA Report chapters:

- [Offshore EIA Report Volume 1 - Chapter 10: Benthic subtidal and intertidal ecology](#);
- [Offshore EIA Report Volume 1 - Chapter 11: Fish and shellfish ecology](#);
- [Offshore EIA Report Volume 1 - Chapter 12: Marine mammals and megafauna](#);
- [Offshore EIA Report Volume 1 - Chapter 14: Commercial fisheries](#);
- [Offshore EIA Report Volume 1 - Chapter 15: Shipping and navigation](#);
- [Offshore EIA Report Volume 1 - Chapter 16: Marine archaeology and cultural heritage](#); and
- [Offshore EIA Report Volume 1 - Chapter 18: Seascape, landscape and visual impact assessment](#).

Additionally, although traffic and transport impacts were assessed in the [Onshore EIA Report, Volume 1 - Chapter 16: Access traffic and transport](#), MD-LOT have requested confirmation of the impacts of the offshore Project on onshore traffic and transport, and hence, this topic is also included within this Offshore EIA Report Addendum.

In relation to the [Offshore EIA Report Volume 1 - Chapter 13: Offshore and intertidal ornithology](#), a separate Offshore EIA Report Addendum has been produced for the [Offshore and Intertidal Ornithology Additional Information](#). This document contains a revision of the EIA assessment for this receptor, as per MD-LOT's Additional Information Request.

In accordance with the EIA Regulations, this Offshore EIA Report Addendum will be consulted on with all consultees who were consulted on the Offshore EIA Report over a 30 day period.

#### Habitats Regulations Appraisal

Alongside the Additional Information provided within the Offshore EIA Report Addendum, Additional Information has also been provided in an Addendum to the Offshore HRA. Separate Addendums to the Report to Inform Appropriate Assessment have been provided for:

- [Addendum to the Report to Inform Appropriate Assessment – All Topics \(Excluding Ornithology\)](#); and
- [Addendum to Report to Inform Appropriate Assessment – SPA Appropriate Assessment](#).

The Addendum to Report to Inform Appropriate Assessment – SPA Appropriate Assessment contains a revision of the original RIAA assessment for offshore and intertidal ornithology, as per MD-LOT's Additional Information Request.

The only Additional Information request relevant to all other topics is in relation to the inclusion of an assessment of otter which is presented within the Addendum to the Report to Inform Appropriate Assessment – All Topics (Excluding Ornithology). The HRA process for the offshore Project screened out any Likely Significant Effects on European sites designated for Annex I Habitats, European sites designated for diadromous fish and associated features and European sites designated for marine mammal features (as documented within the original RIAA). No other additional information has been requested on the conclusions of the RIAA in relation to these elements and while additional information is provided on the EIA, none of the information provided will change the conclusions of the HRA process and the original RIAA.



### 3 REQUEST FOR ADDITIONAL INFORMATION

The Additional Information Requests received from MD-LOT on the 8<sup>th</sup> February 2024 and the 8<sup>th</sup> April 2024 are summarised in Table 3-1. The requests relevant to offshore and intertidal ornithology and the derogation case are considered separately in the Offshore Ornithology Additional Information, that being an [Addendum to the Offshore EIA Report](#), [Addendum to the Report to Inform Appropriate Assessment – SPA Appropriate Assessment](#), and [Addendum to Derogation Case](#), as explained in section 2, and are not included within Table 3-1.

Table 3-1 MD-LOT Additional Information Request (excluding ornithology)

TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
Received 8 <sup>th</sup> February 2024			
<a href="#">Marine Archaeology and Cultural Heritage</a>	<ul style="list-style-type: none"> <li>Volume 1 - Chapter 16: Marine archaeology and cultural heritage;</li> <li>Volume 2 - Supporting Study 15: Marine archaeology and cultural heritage gazetteer of sites;</li> <li>Volume 2 - Supporting Study 20: Visualisations; and</li> <li>Volume 2 - Supporting Study 22: Marine archaeology onshore setting supporting figures.</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the Historic Environment Scotland (HES) representation:</p> <ul style="list-style-type: none"> <li>An assessment of the setting of Sule Skerry Lighthouse and how it contributes to the cultural significance of the lighthouse;</li> <li>An assessment of how the proposed turbines would affect the contribution that important views make to an understanding, appreciation and experience of the lighthouse' cultural significance; and</li> <li>A wireline visualisation that illustrates potential impacts of the development on views from the lighthouse.</li> </ul>	<a href="#">Marine Archaeology and Cultural Heritage Additional Information.</a>
<a href="#">Traffic and Transport</a>	N/A	<p>MD-LOT requires the Applicant to provide confirmation that there will be no onshore traffic and transport impacts from the offshore works. If this is not the case, the following must be submitted based on the Transport Scotland advice:</p> <ul style="list-style-type: none"> <li>An assessment of the onshore effects of the construction, operation and maintenance and decommissioning of the offshore elements in relation to traffic and transport. This should be undertaken in line with the 2023 Institute of Environmental Management and Assessment</li> </ul>	<a href="#">Traffic and Transport Additional Information.</a>



TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
		<p>(IEMA) Guidelines: Environmental Assessment of Traffic and Movement.</p> <ul style="list-style-type: none"> <li>Additionally, a supporting Abnormal Loads Assessment must be undertaken considering the full extent of the proposed abnormal loads route, should there be a requirement to move abnormal loads on the trunk road network.</li> </ul> <p>The Applicant is directed to the Transport Scotland advice for further details.</p>	
<p><b>SLVIA</b></p>	<ul style="list-style-type: none"> <li>Volume 1 - Chapter 18: Seascape, landscape and visual impact assessment;</li> <li>Volume 2 - Supporting Study 16: Viewpoint assessment;</li> <li>Volume 2 - Supporting Study 17: ZTV and visualisations methodology;</li> <li>Volume 2 - Supporting Study 18: Night-time lighting assessment;</li> <li>Volume 2 - Supporting Study 19: SLVIA figures; and</li> <li>Volume 2 - Supporting Study 20: SLVIA visualisations.</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the NatureScot representation:</p> <ul style="list-style-type: none"> <li>Reassessment of seascape, landscape and visual interests is required as set out below.                             <ul style="list-style-type: none"> <li>The SLVIA must be based on a realistic worst case scenario and where significant effects are identified, these are resolved as far as possible through adequate consideration of mitigation options as part of the application process and not post-consent;</li> <li>Further information in the form of wirelines from Talmine Bay / Midtown and A836 above Coldbackie Bay to enable consideration on whether or not the integrity of the Kyle of Tongue National Scenic Area would be affected; and</li> <li>Additional 360° wirelines from bays of Strathy, Armadale, Kirtomy, Swordly and Farr would also enable consideration on whether the effects on the North Coast, both individually and cumulatively, would raise issues of National Interest as detailed in NatureScot’s guidance (<a href="https://www.nature.scot/doc/guidance-notice-no-019-identifying-natural-heritage-issues-national-interest-development-proposals">https://www.nature.scot/doc/guidance-notice-no-019-identifying-natural-heritage-issues-national-interest-development-proposals</a>).</li> </ul> </li> </ul> <p>The Applicant is directed to the NatureScot consultation response for further details.</p>	<p><a href="#">Seascape, Landscape and Visual Impact Assessment (SLVIA) Additional Information.</a></p>
<p><b>Marine Mammals</b></p>	<ul style="list-style-type: none"> <li>Volume 1 - Chapter 12: Marine mammals and megafauna;</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the NatureScot representation:</p>	<p><a href="#">Marine Mammals and Megafauna</a></p>



TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
<p><b>and Megafauna</b></p>	<ul style="list-style-type: none"> <li>• Volume 2 – Supporting Study 9: Marine mammal and megafauna baseline report;</li> <li>• Volume 2 – Supporting Study 10: Marine mammal underwater noise assessment;</li> <li>• Volume 2 – Supporting Study 11: Underwater noise modelling report; and</li> <li>• Volume 3 - Outline Plan 2: Outline marine mammal mitigation protocol.</li> </ul>	<ul style="list-style-type: none"> <li>• Revision of the sensitivity scoring for minke whale for auditory injury and disturbance impacts;</li> <li>• Revision of the sensitivity scoring for harbour porpoise for disturbance from non-piling activities;</li> <li>• Revision of the cumulative assessment to consider all appropriate impacts and mitigation options to reduce predicted impacts;</li> <li>• Justification as to why bottlenose dolphin has been screened out from the assessment of impacts across the offshore array area and export cable corridor;</li> <li>• Revision of the sensitivity score (to underwater noise impacts) for harbour porpoise;</li> <li>• MD-LOT agrees with NatureScot's advice regarding the stage that mitigation should be applied for considering impacts to European Protected Species (EPS) during the application stage and advise that its comments on this topic must be fully addressed. Firm commitments must be made in the EIA to any mitigation relied upon to reduce magnitude of impact;</li> <li>• Revision of the sensitivity score used for unexploded ordnance (UXO) clearance to reflect the conservation value of cetaceans.</li> <li>• Revision of the magnitude score for Permanent Threshold Shift ("PTS") from UXO clearance.</li> <li>• Revision of the magnitude scoring for PTS from piling for harbour porpoise , seals and minke whale;</li> <li>• Revision of sensitivity score for harbour porpoise for PTS piling to reflect their conservation value;</li> <li>• Revision of the significance conclusion to account for the change in magnitude and sensitivity scores as described in NatureScot's representation;</li> <li>• Revision of the magnitude scores for disturbance from piling;</li> <li>• Revision of the sensitivity score for all species to reflect their conservation value and status;</li> </ul>	<p><a href="#">Additional Information.</a></p>



TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
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- Revision of the significance conclusion to account for the change in magnitude and sensitivity scores as described in NatureScot’s representation;
- Revision of the grey seal sensitivity for assessment of disturbance from pile driving;
- Clarification, and potential revision to the sensitivity scoring for all species for non-piling sources;
- Further consideration of how predicted mortality from collision with tidal stream developments can be incorporated into the assessment;
- Further justification, beyond the reliance of the single study reference to support the cumulative assessment conclusion for harbour porpoise;
- Revision of the cumulative assessment for minke whale;
- Revision of the cumulative assessment to include population modelling when considering impacts to seal species;
- In relation to Outline Plan 2: Marine Mammal Mitigation Protocol (“MMMP”);
  - Clarification of the discrepancies between the MMMP and Supporting Study 11: Underwater Noise Modelling Report to ensure the values presented for piling durations and number of hammer blows etc, are accurate;
  - Further consideration of mitigation at application stage.

NatureScot has advised that assessment of impacts to otter under HRA and EPS licensing, including in nearshore waters and at the coast, should be captured within the onshore EIA Report. MD-LOT note that it was agreed in the HRA screening response (dated 22<sup>nd</sup> November 2022) that impacts to otter could be screened out on the basis that impacts within the sub-tidal zone would be assessed as part of the onshore HRA. If this is not taken forward in the onshore EIA/HRA then this should be considered within the offshore assessments as additional information.

The Applicant is directed to the NatureScot consultation response for further details.



TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
<p><b>Fish and Shellfish Ecology</b></p>	<ul style="list-style-type: none"> <li>• Volume 1 - Chapter 11: Fish and shellfish ecology and</li> <li>• Volume 2 - Supporting Study 7: Fish and shellfish ecology baseline report.</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the NatureScot representation:</p> <ul style="list-style-type: none"> <li>• All drop down video footage should be re-analysed for the presence of common skate as well as any evidence of eggs, including any “historic” egg cases wedged between cables and boulders. Results from the eDNA survey should be used to compliment this. The scope of this analysis should be agreed in advance with NatureScot and agreement will be needed with MD-LOT and NatureScot as to whether further survey work is required;</li> <li>• Depending on the results of this analysis, further assessment may be required, including consideration of the impact pathways discussed in the NatureScot representation, which may require revision of magnitude scores;</li> <li>• Assessment may require consideration of potential implication for the national status of common skate and further consideration of mitigation and/or monitoring requirements may also be required;</li> <li>• The presence of sandeels and suitable habitat across the offshore array area and export cable corridor to be appropriately contextualised to inform the assessment process;</li> <li>• The assessment of impacts to sandeels / suitable habitat must include the following impact pathways; temporary increases in suspended sediment concentrations and associated sediment deposition via appropriate modelling, temporary habitat disturbance and loss;</li> <li>• The assessment should also consider the potential for impacts to sandeel eggs and larvae from underwater noise;</li> <li>• Assessment against the national status of sandeels may be required and results of modelling need to determine whether there is any route to impact for North-West Orkney North Coast Marine Protected Area;</li> <li>• Consideration of mitigation and monitoring may also be required.</li> </ul> <p>The Applicant is directed to the NatureScot consultation response for further details</p>	<p><a href="#">Fish and Shellfish Ecology Additional Information.</a></p>



TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
<p><b>Benthic Subtidal and Intertidal Ecology</b></p>	<ul style="list-style-type: none"> <li>• Volume 1 - Chapter 10: Benthic subtidal and intertidal ecology;</li> <li>• Volume 2 - Supporting Study 4: Benthic intertidal and subtidal technical report;</li> <li>• Volume 2 - Supporting Study 5: Benthic environmental baseline report; and</li> <li>• Volume 2 - Supporting Study 6: Intertidal survey habitat assessment.</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the NatureScot representation:</p> <ul style="list-style-type: none"> <li>• Confirmation of values and references used to quantify impacts to Annex I reef in national and UK context;</li> <li>• Revision of the narrative around resilience and recoverability to reflect anticipated changes in reef morphology associated with different development activities. This should include appropriate referencing to sensitivity assessments (eg. FeAST or MarLIN) for predominant European nature information system (EUNIS) reef habitat classes present;</li> <li>• Review of justification provided for the magnitude scoring for impacts to Annex I stony reef habitat and the offshore subtidal sands and gravels Priority Marine Feature ("PMF") or a commitment to mitigation proposed;</li> <li>• Offshore subtidal sands and gravels PMF distribution should be mapped on Figure 10-10;</li> <li>• Clarification on what is inferred in Supporting Study 5, section 6.1.3 ie. that the <i>S. spinulosa</i> does not meet the criteria to be classed as a reef;</li> <li>• Revision of assessment including magnitude score to better reflect the scale of boulder and bedform clearance which accounts for the uncertainty around recoverability (linked to Annex I reef comments above);</li> <li>• Further consideration of contingency plans given there is a greater proportion of hard substrate in the offshore Project area, which may present issues for cable burial and have further implications for reef and sedimentary bedform habitats;</li> <li>• Confirmation of how many juveniles, adults and empty ocean quahog shells were found during the benthic survey campaign and the parameter(s) used to distinguish juveniles;</li> <li>• An assessment of potential impacts on the tide-swept coarse sands with burrowing bivalves PMF (Please note that the PMF includes examples of the community where it lies outside the typical depth range of the biotope- see footnote 8 at</li> </ul>	<p><a href="#">Benthic Subtidal and Intertidal Ecology Additional Information.</a></p>



TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
		<p><a href="https://www.nature.scot/doc/priority-marine-features-scotlands-seas-habitats">https://www.nature.scot/doc/priority-marine-features-scotlands-seas-habitats</a>;</p> <ul style="list-style-type: none"> <li>Records of the PMF should be mapped and included on Figure 10-10 (confined to 12nm territorial waters but records appear relevant to offshore array area and export cable corridor);</li> <li>Revision of magnitude score to “low” in relation to the increased risk of Invasive Non-Native Species (“INNS”);</li> <li>Commitment to appropriate mitigation and monitoring in relation to INNS as part of the application submission.</li> </ul> <p>The Applicant is directed to the NatureScot consultation response for further details.</p>	
<p><b>Commercial Fisheries</b></p>	<ul style="list-style-type: none"> <li>Volume 1 - Chapter 14: Commercial fisheries;</li> <li>Volume 2 - Supporting Study 13: Commercial fisheries baseline report; and</li> <li>Volume 3 - Outline Plan 3 Outline Fisheries management and mitigation strategy.</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the MD-SEDD advice:</p> <ul style="list-style-type: none"> <li>Evidence is required to support the conclusion that engagement with the fishing industry concluded that it would be more meaningful to put resources into research projects into commercially important fish and shellfish species as opposed to commercial fisheries monitoring; and</li> <li>In relation to displacement, further justification is required to how fishing is presumed to be able to resume in the development post-construction;</li> <li>Inclusion of the spatial dataset ‘Gridded fisheries data within Scottish waters for Scottish fishing vessels under 12 m overall length - annual averages 2017 to 2021’ (SpatialData.gov.scot) to both baseline data set, and commercial fisheries assessment.</li> <li>Clarification is required as to the term “guard vessel offset”.</li> </ul> <p>The Applicant is directed to the MD-SEDD advice for further details.</p>	<p><a href="#">Commercial Fisheries Additional Information.</a></p>
<p><b>Shipping and Navigation</b></p>	<ul style="list-style-type: none"> <li>Volume 1 - Chapter 15: Shipping and navigation;</li> </ul>	<p>Both the Maritime and Coastguard Agency (MCA) and UK Chamber of Shipping (UKCoS) have noted concerns in relation to the mitigation proposed particularly in respect of unacceptable risks identified as part of the Navigational Risk Assessment. MD-LOT advises that the</p>	<p><a href="#">Shipping and Navigation Additional Information.</a></p>





TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
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- Volume 2 - Supporting Study 14: Navigational risk assessment;
- applicant must consider and submit further proposed mitigation to reduce risk to address MCA and UKCoS concerns and advises further discussion in this regard with the MCA and UKCoS prior to submission of the additional information.
- The Applicant is directed to the MCA and UKCoS representations for further details.

Received 8<sup>th</sup> April 2024

<p><b>Fish and Shellfish Ecology</b></p>	<ul style="list-style-type: none"> <li>• Volume 1 - Chapter 11: Fish and shellfish ecology; and</li> <li>• Volume 2 - Supporting Study 7: Fish and shellfish ecology baseline report.</li> </ul>	<p>MD-LOT requires that the following must be submitted based on the MD-SEDD advice. MD-LOT preference is that this is provided within the addendum currently being prepared relative to the additional information requested by MD-LOT on 8<sup>th</sup> February 2024</p> <ul style="list-style-type: none"> <li>• Consideration must be given to emigration times of salmon smolts for Scotland (Malcolm <i>et al</i> 2023) and salmonid diurnal patterns (Lilly <i>et al</i> 2023) in relation to all potential sources of underwater noise.</li> </ul> <p>The Applicant is directed to the attached MD-SEDD advice in relation to diadromous fish in this regard.</p>	<p><a href="#">Fish and Shellfish Ecology Additional Information.</a></p>
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<p><b>SLVIA and Marine Archaeology and Cultural Heritage</b></p>	<ul style="list-style-type: none"> <li>• Volume 1 - Chapter 16: Marine archaeology and cultural heritage;</li> <li>• Volume 2 - Supporting Study 15: Marine archaeology and cultural heritage gazetteer of sites;</li> <li>• Volume 2 - Supporting Study 20: Visualisations;</li> <li>• Volume 2 - Supporting Study 22: Marine archaeology onshore setting supporting figures;</li> <li>• Volume 1 - Chapter 18: Seascape, landscape and visual impact assessment;</li> </ul>	<p>MD-LOT notes that West of Orkney is undertaking a reassessment of its SLVIA following the request for additional information of 8<sup>th</sup> February 2024 on the basis of the NatureScot representation. MD-LOT highlights that Orkney Islands Council has raised the following in relation to SLVIA and related Marine Archaeology and Cultural Heritage impacts:</p> <ul style="list-style-type: none"> <li>• Lack of assessment of the Hoy and West Mainland National Scenic Area Special Landscape Quality “land and water in constantly changing combinations under the open sky”;</li> <li>• Lack of assessment of effects on views from the east, down to and over Earls Palace Birsay</li> <li>• Lack of assessment of effects on views on the approach to Brough of Birsay in respect of Wireline E Birsay Carpark and Point of Buckquoy</li> </ul> <p>MD-LOT advises that the Applicant must ensure that the updated SLVIA addresses the concerns raised by Orkney Islands Council above.</p>	<p><a href="#">Seascape, Landscape and Visual Impact Assessment (SLVIA) Additional Information.</a></p> <p><a href="#">Marine Archaeology and Cultural Heritage Additional Information.</a></p>
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TOPIC	RELEVANT OFFSHORE EIA REPORT DOCUMENTS TO BE READ ALONGSIDE THE ADDITIONAL INFORMATION	REQUEST	RELEVANT DOCUMENT WHERE THE REQUEST IS ADDRESSED
	<ul style="list-style-type: none"> <li>• Volume 2 - Supporting Study 16: Viewpoint assessment;</li> <li>• Volume 2 - Supporting Study 17: ZTV and visualisations methodology;</li> <li>• Volume 2 - Supporting Study 18: Night-time lighting assessment; and</li> <li>• Volume 2 - Supporting Study 19: SLVIA figures.</li> </ul>	<p>Clarification should also be included in relation to Marine Archaeology and Cultural Heritage on the omission of SS Navarra (1940) PA, from the Supporting Study 15 Table 1.</p> <p>The Applicant is directed to the attached representation from Orkney Islands Council for further details.</p>	



## 4 RESTRICTED BUILD AREAS

As mentioned above, MD-LOT have made Additional Information Requests to the Applicant for the provision of further information to allow Scottish Ministers to make a reasoned conclusion on the significance of the effects of the offshore Project on the environment, and also to provide clarity on several specific points raised by consultees.

In response to the Additional Information Requests further mitigation has been proposed which restricts the placement of infrastructure within certain areas of the Option Agreement Area (OAA) as shown in Figure 4-1 with coordinates provided in Table 4-1, referred to as Restricted Build Areas (RBA). The RBAs will be implemented through the following proposed consent conditions:

- Restricted Build Area A - No wind turbine generator, offshore substation platform or met-ocean measuring equipment forming part of the Development shall be erected within the area;
- Restricted Build Area B (1 and 2) –
  - No wind turbine generator forming part of the Development shall be erected; and
  - Unless otherwise agreed in writing by the Scottish Ministers following consultation with the Maritime and Coastguard Agency, no offshore substation platform or met-ocean measuring equipment forming part of the Development shall be erected.

Table 4-1 Coordinates for the RBAs provided in WGS84 - UTM30N

POINT	WGS84 - UTM30N		WGS84 - DEGREES MINUTES		WGS84 - DECIMAL DEGREES SECONDS	
	Coordinate X	Coordinate Y	LAT - DMS	LONG - DMS	LAT - DD	LONG - DD
<b>Restricted Build Area A</b>						
<b>A</b>	429558	6548884	N59° 04' 24.59082822"	W004° 13' 43.52418048"	59.073497	-4.228757
<b>B</b>	422460	6540991	N59° 00' 05.04849926"	W004° 20' 59.12748809"	59.001402	-4.349758
<b>C</b>	420217	6544775	N59° 02' 05.86101440"	W004° 23' 24.56072903"	59.034961	-4.390156
<b>D</b>	427505	6550431	N59° 05' 13.35292920"	W004° 15' 54.25861596"	59.087042	-4.265072
<b>Restricted Build Area B1</b>						
<b>E</b>	427292	6516687	N58° 47' 02.51314712"	W004° 15' 27.79606032"	58.784031	-4.257721



POINT	WGS84 - UTM30N		WGS84 - DEGREES MINUTES SECONDS		WGS84 - DECIMAL DEGREES	
<b>F</b>	447495	6529528	N58° 54' 08.19339825"	W003° 54' 40.78498792"	58.902276	-3.911329
<b>G</b>	447641	6527484	N58° 53' 02.18045271"	W003° 54' 29.91660019"	58.883939	-3.908310
<b>H</b>	430742	6516647	N58° 47' 03.27338442"	W004° 11' 52.94810313"	58.784243	-4.198041
<b>Restricted Build Area B2</b>						
<b>J</b>	416597	6516810	N58° 46' 59.52521585"	W004° 26' 33.74321256"	58.783201	-4.442706
<b>K</b>	413285	6516848	N58° 46' 58.40637145"	W004° 29' 59.95251540"	58.782891	-4.499987
<b>L</b>	413357	6520090	N58° 48' 43.24077609"	W004° 29' 59.99072830"	58.812011	-4.499997
<b>M</b>	417735	6523256	N58° 50' 28.64434901"	W004° 25' 31.45065963"	58.841290	-4.425403
<b>N</b>	417650	6521846	N58° 49' 43.01765310"	W004° 25' 34.84814958"	58.828616	-4.426347
<b>P</b>	415115	6519888	N58° 48' 37.96408790"	W004° 28' 10.19589919"	58.810546	-4.469499

This mitigation has been driven by shipping and navigation and seascape, landscape and visual impact topic areas in order to reduce impacts on sensitive receptors. See [Seascape, Landscape and Visual Impact Assessment \(SLVIA\) Additional Information](#) and [Shipping and Navigation Additional Information](#) for full information on the development of the mitigation. For completeness Table 4-2 has considered any implications of the updated array area across the Offshore EIA. No implications on the conclusions of the Offshore EIA Report and/or the Additional Information have been identified.

The detailed layout design will continue into the post-consent process. The final layout of the offshore Project will be set out in the Development Specification and Layout Plan (DSLPL), which will be developed via an iterative design process in consultation with relevant stakeholders.

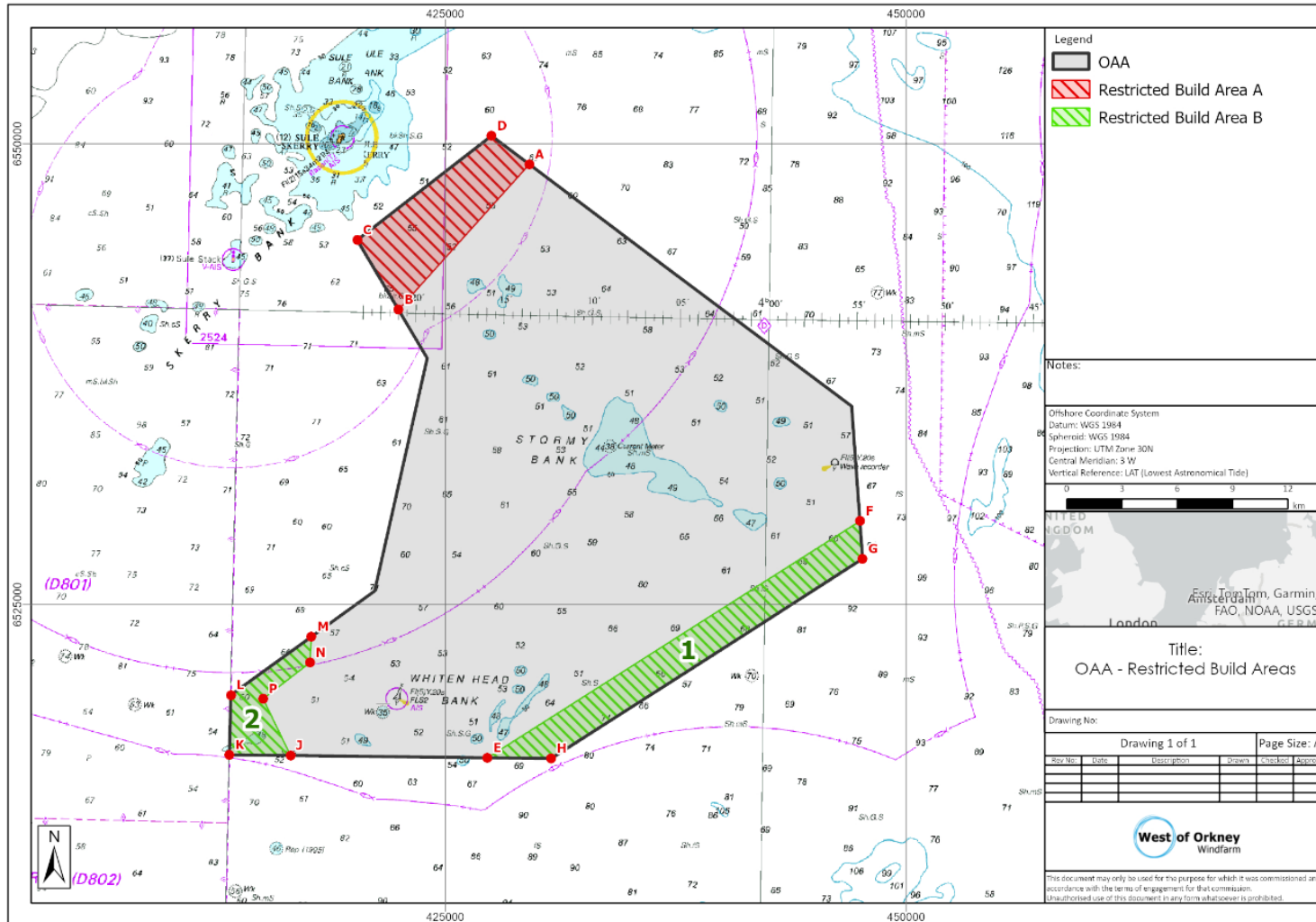


Figure 4-1 OAA with highlighted Restricted Build Areas.



Table 4-2 Consideration of how the restriction of surface infrastructure effects the Offshore EIA topics

OFFSHORE EIA TOPIC	IMPLICATIONS	CONCLUSIONS
<p><b>Marine physical and coastal processes</b></p>	<p>Worst case layouts were specifically developed for the physical and coastal processes assessment see section 8.4.3.5 and 8.5.5 of chapter 8: Marine physical and coastal process of the Offshore EIA Report. The implementation of the RBAs shown in Figure 4-1 will not change the conclusions of chapter 8: Marine physical and coastal processes of the Offshore EIA Report.</p>	<p>No implication on the conclusions of chapter 8: Marine physical and coastal processes of the Offshore EIA Report.</p>
<p><b>Water and sediment quality</b></p>	<p>The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure across the OAA.</p>	<p>No implication on the conclusions of chapter 9: Water and sediment quality of the Offshore EIA Report.</p>
<p><b>Benthic subtidal and intertidal ecology</b></p>	<p>The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure across the OAA.</p>	<p>No implication on the conclusions of chapter 10: Benthic subtidal and intertidal ecology of the Offshore EIA Report or the <a href="#">Benthic Subtidal and Intertidal Ecology Additional Information</a>.</p>
<p><b>Fish and shellfish ecology</b></p>	<p>The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure across the OAA.</p>	<p>No implication on the conclusions of chapter 11: Fish and shellfish ecology of the Offshore EIA Report or the <a href="#">Fish and Shellfish Additional Information</a>.</p>
<p><b>Marine mammals and megafauna</b></p>	<p>The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure itself across the OAA.</p>	<p>No implication on the conclusions of chapter 12: Marine mammals and megafauna of the Offshore EIA Report or the <a href="#">Marine Mammals and Megafauna Additional Information</a>.</p>



OFFSHORE EIA TOPIC	IMPLICATIONS	CONCLUSIONS
<p><b>Offshore and intertidal ornithology</b></p>	<p>The worst case scenario considers the number and size of WTGs, for collision impacts, and the area of the OAA, for displacement impacts. As the number of WTGs will not change with the implementation of the RBAs, predicted collision impacts will remain the same. If the RBAs were incorporated into assessment of displacement mortality, impacts would be slightly lower. However, displacement mortality was based on the full OAA. Therefore, implementation of the RBAs shown in Figure 4-1 will result in a reduced area where surface infrastructure will be placed, which will result in offshore ornithology impacts equivalent to or less than the worst case scenarios assessed.</p>	<p>No implication on the conclusions of chapter 13: Offshore and intertidal ornithology of the Offshore EIA Report or the <a href="#">Offshore and Intertidal Ornithology Additional Information</a>.</p>
<p><b>Commercial fisheries</b></p>	<p>The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure across the OAA.</p>	<p>No implication on the conclusions of chapter 14: Commercial fisheries of the Offshore EIA Report or the <a href="#">Commercial Fisheries Additional Information</a>.</p>
<p><b>Shipping and navigation</b></p>	<p>As detailed in section 3, the request for Additional Information included that the Applicant must consider and submit further proposed mitigation to address unacceptable risks identified as part of the Navigational Risk Assessment, that being the proximity of the OAA to Sule Skerry and Sule Stack.</p> <p>The further mitigation proposed is in the form of RBAs as shown in Figure 4-1. Thus, ensuring that the sea space is safe to transit through. See Shipping and Navigation Additional Information for full information.</p>	<p>Potential impacts have been reduced through the further mitigation proposed. See <a href="#">Shipping and Navigation Additional Information document for further details</a>.</p>
<p><b>Marine archaeology and cultural heritage</b></p>	<p>The worst case scenario for the marine archaeology and cultural heritage used the SLVIA layout to consider impacts to the setting of onshore historic environment assets (see section 16.6.2.4 of chapter 16: Marine archaeology and cultural heritage of the Offshore EIA Report). The mitigation developed for SLVIA will also reduce impacts to onshore setting, albeit while not being the main purpose of the mitigation. The onshore setting assessment concluded no significant impacts and the RBAs as shown in Figure 4-1 will not result in any changes to the overall conclusions of chapter 16: Marine archaeology and cultural heritage of the Offshore EIA Report.</p>	<p>No implication on the conclusions of chapter 16: Marine archaeology and cultural heritage of the Offshore EIA Report or the <a href="#">Marine Archaeology and Cultural Heritage Additional Information</a>.</p>



OFFSHORE EIA TOPIC	IMPLICATIONS	CONCLUSIONS
<b>Military and aviation</b>	The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure itself across the OAA.	No implication on the conclusions of chapter 17: Military and aviation of the Offshore EIA Report.
<b>Other sea users</b>	The worst case scenario does not consider the specific location of infrastructure, rather the overall extent and impact of the offshore infrastructure itself across the OAA.	No implication on the conclusions of chapter 18: Other sea users of the Offshore EIA Report.
<b>Seascape, landscape and visual impact assessment</b>	<p>As detailed in section 3, the request for Additional Information included that, where significant effects are identified, the Applicant must resolve these as far as possible, through adequate consideration of mitigation options as part of the application process.</p> <p>The further mitigation proposed has identified RBAs within certain areas of the OAA as shown in Figure 4-1. A comparative assessment has been completed to demonstrate how this mitigation has altered the conclusions of chapter 18: Seascape, landscape and visual of the Offshore EIA Report. See Seascape, landscape and visual Additional Information for full information.</p>	Potential impacts on key sensitive receptors have been reduced through the further mitigation proposed. See <a href="#">Seascape, landscape and visual Additional Information document for further details</a> .
<b>Socio-economics</b>	The worst case scenario does not consider the specific location of infrastructure, rather the overall impact of the offshore infrastructure itself.	No implication on the conclusions of chapter 20: Socio-economics of the Offshore EIA Report.





## 5 STRUCTURE OF THIS OFFSHORE EIA REPORT ADDENDUM

This Offshore EIA Report Addendum contains separate standalone documents for each relevant topic, as follows:

- [Benthic Subtidal and Intertidal Ecology Additional Information](#);
- [Fish and Shellfish Ecology Additional Information](#);
- [Marine Mammals and Megafauna Additional Information](#);
- [Commercial Fisheries Additional Information](#);
- [Shipping and Navigation Additional Information](#);
- [Marine Archaeology and Cultural Heritage Additional Information](#);
- [Seascape, Landscape and Visual Impact Assessment \(SLVIA\) Additional Information](#); and
- [Traffic and Transport Additional Information](#).

A summary of the Additional Information Requests by MD-LOT and other consultees are included within each relevant document of this Offshore EIA Report Addendum, alongside the Applicant's responses to these requests.

As discussed in section 2, separate addendums have been provided for:

- Offshore EIA Report Addendum:
  - [Offshore and Intertidal Ornithology Additional Information](#).
- Addendum to the Offshore HRA:
  - [Addendum to the Report to Inform Appropriate Assessment – All topics \(Excluding Ornithology\)](#); and
  - [Addendum to the Report to Inform Appropriate Assessment – SPA Appropriate Assessment](#).



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## 6 REFERENCES

Lilly, J., Honkanen, H. H., Rodger, J. R., Del Villar, D., Boylan, P., Green, A., Pereiro, D., Wilkie, L., Kennedy, R., Barkley, A., Rosell, R., Ó. Maoiléidigh, N., O'Neill, R., Waters, C., Cotter, D., Bailey, D., Roche, W., McGill, R., Barry, J., Beck, S. V., Henderson, J., Parke, D., Whoriskey, F. G., Shields, B., Ramsden, P., Walton, S., Fletcher, M., Whelan, K., Bean, C. W., Elliott, S., Bowman, A. and Adams, C. E. (2023). Migration patterns and navigation cues of Atlantic salmon post-smolts migrating from 12 rivers through the coastal zones around the Irish Sea. *Journal of Fish Biology*, 104: 265-283.

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## 7 ACRONYMS

TERM	DEFINITION
AEOI	Adverse Effect on Site Integrity
DSLIP	Development Specification and Layout Plan
EIA	Environmental Impact Assessment
EPS	European Protected Species
EUNIS	European nature information system
FeAST	Feature Activity Sensitivity Tool
HES	Historic Environment Scotland
HRA	Habitats Regulations Appraisal
HVAC	High Voltage Alternating Current
IEMA	Institute of Environmental Management and Assessment
INNS	Invasive Non-Native Species
km	Kilometres
MarLIN	Marine Life Information Network
MCA	Maritime and Coastguard Agency
MD-LOT	Marine Directorate – Licensing Operations Team
MD-SEDD	Marine Directorate – Science Evidence Data and Digital
MHWS	Mean High Water Springs
MLWS	Mean Low Water Springs
MMMP	Marine Mammal Mitigation Protocol



TERM	DEFINITION
OAA	Option Agreement Area
OIC	Orkney Islands Council
OSP	Offshore Substation Platform
OWF	Offshore Wind Farm
OWPL	Offshore Wind Power Limited
PAC	Pre-Application Consultation
PMF	Priority Marine Feature
PPP	Planning Permission in Principle
PTS	Permanent Threshold Shift
RBA	Restricted Build Areas
RIAA	Report to Inform Appropriate Assessment
SEI	Supplementary Environmental Information
SLVIA	Seascape, Landscape and Visual Impact Assessment
THC	The Highland Council
UK	United Kingdom
UKCoS	United Kingdom Chamber of Shipping
UXO	Unexploded Ordnance
WTG	Wind Turbine Generator