Responses to Feedback from Phase 2 Public Consultation

Freagairtean do Bheachdan bho Cho-chomhairleachadh Poblach Ìre 2

Spiorad na Mara

NORTHLAND POWER

ESB Energy for generations

Contents Clàr-innse

Glossary Briathrachas

Term	Meaning
APPLICANT	Spiorad na Mara Limited (the Project owner)
ARRAY AREA	Total area within which offshore wind turbine generators, associated foundations, array cables and offshore substation platform (OSP) (if required) will be located.
CUMULATIVE EFFECTS ASSESSMENT (CEA)	Assessment of effects as a result of the incremental changes caused by other past, present and reasonably foreseeable human activities and natural processes together with the Project.
ELECTROMAGNETIC FIELD (EMF)	An electric and magnetic force field that surrounds a moving electrical charge.
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	The process of evaluating the likely significant environmental effects of a proposed project or development over and above the existing circumstances (or 'baseline').
ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR)	The report prepared to assess the likely significant effects of the Project on the environment.
EMBEDDED OR 'DESIGNED-IN' MITIGATION	Mitigation measures to avoid or reduce environmental effects that are directly incorporated into the preferred design for the Project. This can include standard practice in accordance with or without guidance. Embedded mitigation is considered as part of the impact assessment, before effect significance is identified.
IMPACT	Change that is caused by an action; for example, land clearing (action) during construction which results in habitat loss (impact).
LANDFALL	This is the point at which the Project transitions from offshore to onshore. The infrastructure and installation methods associated with the landfall involve both onshore and offshore components.
LANDFALL SUBSTATION	The potential onshore substation located on the west coast of the Isle of Lewis. Includes the buildings and associated components which allow the voltage to be increased to meet onward transmission requirements.
LEASE AREA	Legal agreement from the Crown Estate Scotland whereby an option over an area of foreshore or seabed is granted to a developer for an agreed purpose. If required permissions are gained, the developer exercises their rights to enter into a lease. In this case this is the same spatial area as the Array Area.

Term	Meaning
OFFSHORE APPLICATION	The application for Marine Licences under the Marine (Scotland) Act 2010 (between 0 and 12nm) and a Section 36 consent under the Electricity Act 1989.
OFFSHORE CABLES	Electrical and communication cables located within the Offshore Cable Area of Search and Array Area.
OFFSHORE CABLE AREA OF SEARCH (OCAS)	The area within which the offshore cable infrastructure between the Array Area and Landfall will be located.
OFFSHORE PROJECT	Components of the Project seaward of Mean High Water Springs (MHWS). Includes Array Area plus Offshore Cable Area of Search.
OFFSHORE SUBSTATION PLATFORM (OSP)	The optional offshore substation located within the Array Area. Includes the platform and associated components which allow the electricity voltage to be increased to meet onward transmission requirements.
ONSHORE APPLICATION	The application for consent under the Town and Country Planning (Scotland) Act 1997 (as amended).
ONSHORE CABLES	Electrical and communication cables located within the Onshore Cable Corridor.
ONSHORE CABLE CORRIDOR	The area within which Onshore Cables and associated infrastructure will be located which is routed from the TJB to the SSEN Lewis Hub.
ONSHORE LANDFALL AREA	The area which includes both the Landfall above Mean Low Water Springs (MLWS) and Landfall Substation (as defined separately), cabling from the Transition Joint Bays (TJB) to the Landfall Substation (if required) and construction-related compounds and working areas.
ONSHORE TRANSMISSION WORKS (OTW)/ONSHORE PROJECT	Onshore components of the Project landward of Mean Low Water Springs (MLWS). Includes all temporary and permanent works associated with the onshore elements of the Landfall, Onshore Landfall Area, Landfall Substation, Onshore Cable Corridor and Grid Substation, peat management and other ancillary requirements.
OPERATIONS AND MAINTENANCE (O&M) PHASE	The period during which a development is operational and being maintained.
PROJECT	To describe the Project as a whole, this includes all offshore and onshore components of the Project.

Term	Meaning
PROJECT DESIGN ENVELOPE (PDE)	A description of the range of possible components that make up the Project design options under consideration when the exact engineering parameters are not yet known.
SCOPING OPINION	A report presenting the written opinion of the Scottish Ministers, with input from a range of statutory consultees, including Comhairle nan Eilean Siar (CnES), as to the scope and level of detail of information to be provided in the Environmental Impact Assessment (EIA) for the Project.
SSEN LEWIS HUB	This is the National Grid Electricity Transmission (NGET) interface. A transmission system operator substation into which the Project will connect for onward transmission through the existing grid network.
TRANSITION JOINT BAY (TJB)	The point at which offshore cables are connected to Onshore Cables. The TJB is located onshore above MHWS.
TURBINE AREA	A reduced area within the Array Area where above water surface infrastructure would be located i.e. Wind Turbine Generators (WTG) or Offshore Substation Platform (OSP). Developed and refined through environmental assessment.
WIND TURBINE GENERATOR (WTG)	The wind turbines that generate electricity consisting of tubular towers and blades attached to a nacelle housing mechanical and electrical generating equipment.

Introduction
Ro-ràdh

The second phase of public consultation for the proposed Spiorad na Mara offshore wind project was carried out over a period of one month, from 2nd June to 2nd July 2025.

Many people participated in the consultation process, with a total of 152 people attending the in-person public exhibitions and information clinics and 1,223 visits recorded to the online virtual exhibition. Participants in the consultation process were offered a number of ways to provide feedback, including physical feedback forms that were available at the in-person events or from the Project office in Stornoway, as well as online feedback forms and options to share feedback by email or verbally to a team member. A total of 304 pieces of feedback were recorded over the course of the consultation.

Much of the feedback received was similar to feedback received during the first phase of public consultation and covered a range of topics. However, this new feedback also provided an insight into the community's opinions on the updated Project plans, reflecting a range of sentiments.

In this booklet, we have categorised and summarised all feedback received and provided responses in terms of how this feedback has been considered and addressed and/or how it will be addressed at a later stage.

What we heard from your feedback	How we have taken this into consideration
OFFSHORE INFRASTRUCTURE	
Concerns about visual impact of the Array Area and Offshore Substation Platform (OSP) Some acknowledged the reduction in Wind Turbine Generator (WTG) number, height and rotor diameter, as well as the increased distance from the coastline, as positive. Others felt the scale of the development needed to be further reduced or completely moved from the current offshore location.	The Project is utilising a Project Design Envelope (PDE) approach within its Offshore Application and Onshore Application. This approach ensures that the maximum design parameters for all elements of the Project, offshore and onshore, are assessed within the Environmental Impact Assessment (EIA). These maximum parameters are those set out within the consultation materials used for PC2 and the potential visual impacts of the Project on the seascape and landscape will be assessed based on these maximum design parameters. If all consents are granted and the Project progresses, the final design of the Project will then be further refined following a detailed design process.
Concern about the potential cumulative impacts due to the presence of the WTGs within the Array Area Respondents wished to have more information on the potential cumulative impacts of the WTGs alongside other offshore activities/ projects.	As part of the EIA, a Cumulative Effects Assessment (CEA) will be undertaken which will consider other consented and proposed renewable energy developments, as well as developments (existing or planned) related to other industries, including cables and pipelines, and harbour developments. This assessment will be reported in *Chapter 23 Combined Effects Assessment* of the Offshore Environmental Impact Assessment Report (EIAR).
Some respondents expressed uncertainty around decommissioning There were some calls for more information on the decommissioning of the offshore infrastructure.	Decommissioning will be considered within the EIARs, as part of all relevant topic chapters. A full Decommissioning Plan will be prepared post consent, but prior to construction, in accordance with the Energy Act 2004. This will include detailed plans for removing infrastructure and restoring all relevant sites, as well as providing details of the financial security to ensure the plans can be undertaken. The Decommissioning Plan will be updated closer to the end of the Project's operating life, to reflect best practice decommissioning approaches and technologies at that time.
Some respondents were opposed to the option of an OSP Many felt that the OSP will add to the potential visual impact on the seascape. There were also concerns about the potential pollution risk, ongoing underwater noise and Electromagnetic Field (EMF) impacts that may arise from the OSP.	The OSP remains an option within the PDE and may be built, depending on what is considered to be the most suitable design option. As with all infrastructure detailed in the PDE, all potential impacts relating to the OSP, including pollution risks, underwater noise and EMF, will be fully assessed within the relevant topics of the Offshore EIAR and appropriate mitigations will be put in place, where required.

What we heard from your feedback	How we have taken this into consideration
OFFSHORE INFRASTRUCTURE	
Concern about the potential impacts from lighting, shadow flicker and noise Many respondents were concerned that the aviation and marine navigation lighting will impact the island's dark skies. There was also concern about potential health impacts from potential shadow flicker and operational noise effects, given the proximity of the development to homes and viewpoints.	The potential effects of lighting from the Project are being considered through the Project's Seascape, Landscape, and Visual Impact Assessment (SLVIA), which forms part of the Offshore EIAR. Lighting will follow safety regulations set out by the Marine Coastguard Agency (MCA) and Civil Aviation Authority (CAA). Following industry best practice, it is expected that maritime navigation lights will be placed at platform level at the base of selected turbines, while red aviation lights will be installed on perimeter turbine nacelles, equipped with visibility sensors to automatically dim in good conditions and reduce visual impact. The Project is monitoring developments in the wind industry, where alternative lighting applications are being considered, which have the potential to further minimise lighting impacts whilst maintaining strict maritime and aviation requirements. The Northern Lighthouse Board (NLB), a statutory consultee, have indicated that there may be flexibility for the light range associated with land-facing turbines to be reduced, although an understanding of inshore vessel activity would be needed to determine the feasibility of this. In line with the scientific and engineering understanding of shadow flicker effects, it is not considered that there are any impacts where turbines are more than 11 rotor diameters from an onshore receptor such as a property. Based on the maximum turbine design parameters for the Project, 11 rotor diameters is a distance of 3.08km and the closest onshore receptor will be a minimum of 6km away. Though not required, a technical study of the potential effects of shadow flicker due to Project infrastructure was completed and the results confirmed that shadow flicker would not be experienced at the coast, or recreational sea use areas within 1km of the coast, as the turbines within the Array Area would be placed beyond the 11 rotor diameters threshold. The findings of this technical study have been used to inform the Offshore EIA and therefore shadow flicker has not been included within the scope of the EIA.

What we heard from your feedback	How we have taken this into consideration
ONSHORE INFRASTRUCTURE	
Some respondents raised concerns about the location of the Landfall Substation north of Upper Barvas While some agreed that the Barvas site is the most suitable location of those that were considered, respondents raised concern about the potential visual impact and scale of the Landfall Substation, particularly given its proximity to Barvas Cemetery.	The Project had a shortlist of 3 possible substation locations, which were shared during PC1. Ultimately the location at Barvas was selected on the basis of technical and environmental considerations including avoidance of priority peatland habitats, ease of creating new access to the substation, greatest distances to residential properties, avoidance of croft land and active Common Grazing, and no visibility from nearby scheduled monuments and tourist features such as Arnol Blackhouse and the Baile an Truseil Stone. The proposed Landfall Substation location is as far as possible from Barvas Cemetery within the Onshore Landfall Area. Also, the maximum height of any building within the Landfall Substation compound will be 15m to the apex of the roof. We recognise the sensitivity of the proximity to Barvas Cemetery and options to further reduce the visibility of the Landfall Substation will be considered, such as planting trees or placing earth mounds around it. However, due to the nature of the local landscape, in particular the difficulty of growing trees in such an exposed location and a desire to minimise the footprint within the machair habitat, neither of these options for blending the buildings more with their surroundings may be possible. The Project is also looking at painting colours and techniques that will help the infrastructure blend into the surroundings better. A colour assessment will be completed as part of the Onshore EIA and a further detailed study will be undertaken if the Project receives all approved consents. While the proposed maximum design parameters are currently fixed, the PDE approach allows for flexibility, meaning the size and height of the Landfall Substation could still be reduced prior to construction.
Disproportionate scale of the Grid Substation There was some support for the location of the Grid Substation near Arnish as it is already an industrialised area, however respondents felt that the size and scale of the infrastructure could have potential visual impacts.	The size of the Grid Substation is based on the equipment needed to safely and efficiently connect to the grid. Since PC2, the proposed location of the Grid Substation has been updated. The maximum design parameters remain the same, however the Grid Substation is now proposed to be located at a site which lies northwest of Loch Cnoc a'Choilich *(see **Grid Substation Consultation materials here**)*. This location remains in an area where there are other large buildings and large-scale consented and proposed infrastructure such as Stornoway Windfarm. While the proposed maximum design parameters are currently fixed, the PDE approach allows for flexibility, meaning the size and height of the Grid Substation could still be reduced prior to construction. As described above for the Landfall Substation, a colour study will be completed to assess how the potential visual impact of the Grid Substation may be reduced.

What we heard from your feedback	How we have taken this into consideration
ONSHORE INFRASTRUCTURE	
Concern about potential health impacts from lighting and noise during construction and operations and maintenance (O&M) of the onshore substation(s) and Onshore Cables The potential noise and light from the Landfall Substation and the Grid Substation were raised as concerns, particularly if they result in human health impacts. The potential safety risks of the high voltage Onshore Cables being near residential properties was also raised as a concern.	The potential impacts of the Project on human health are being assessed in dedicated chapters within both the Onshore and Offshore EIARs. *Chapter 18 Human Health* of the Onshore EIAR will include the assessment of potential health impacts associated with lighting and noise from the Landfall Substation and Grid Substation. Lighting of the onshore substation(s) will be carefully planned to ensure safety and minimise impact. During construction, temporary lighting will be used to ensure a safe work environment with measures taken, such as the use of directional lighting, to reduce the potential visual impact of this lighting beyond the site boundaries. Once operational, the onshore substation(s) will use technology such as motion sensors and directional security lighting fixtures installed with consideration for the public and wildlife, aiming to keep impacts to a minimum. Noise levels are strictly regulated and the Project will be required to show in the Onshore EIA that both construction and operations activities can be undertaken within the limits set. If noise mitigation measures are required, either during construction or operations, these will be identified and implemented as required. An onshore Construction Management Plan (CMP) will also be developed prior to construction commencing; this will include details on how noise and light from construction activities will be managed. There is no conclusive evidence that high-voltage cables cause health problems, however this will be considered within the Onshore EIA. Proximity to residential properties has been a key design consideration and for the majority of the Onshore Cable Corridor there are no residential properties within 200m of the proposed route. As we are adopting a PDE approach, there is potential for distances from properties to be further reduced, in some places, at a later stage.
Concern about potential fire risks at substations A lack of local emergency infrastructure was raised as a concern should a potential major accident arise at the substations.	Any potential accidents or fires at the Project's onshore substation(s) would be dealt with through a range of measures including: • Onshore CMP, which will detail how the Project will respond to incidents, including communication with emergency services; • Fire prevention systems; • Appropriate Emergency Response Plans for all relevant aspects of work; and • Fire suppression systems. If the Project receives all required consent approvals, there will be ongoing close engagement with the local emergency services to ensure good communication and understanding is in place between all relevant parties.

What we heard from your feedback	How we have taken this into consideration
ONSHORE INFRASTRUCTURE	
Concern around the potential impacts from the construction of the Onshore Cable Concern was raised about the potential release of stored carbon within the peatlands and potential impacts to the island's machair habitats. There was also concern raised about the potential disturbance, to people and traffic, during the construction phase.	The proposed Onshore Cable Corridor has been carefully refined to avoid deep, high-quality peat and particularly sensitive machair habitats, where possible, by staying close to the Barvas Moor Road (A857). An Outline Soil and Peat Management Plan will be submitted as part of our onshore consent application and a comprehensive plan will be developed prior to the start of construction. The Soil and Peat Management Plan will be followed by the Project to manage impacts sensitively, and ensure placement and storage are carried out appropriately. In order to minimise the disruption to traffic during construction, a temporary haul road will be installed adjacent to the main road, which will be used by construction vehicles. No full closure of the A857 will be required at any time where works are taking place. To help mitigate potential impacts from construction, several onshore management plans will be produced prior to the commencement of construction works, each being first produced as an outline plan with the Onshore Application. These will include: • Onshore CMP; • Soil and Peat Management Plan; • Biodiversity Restoration and Enhancement Plan; and • Construction Traffic Management Plan.
Calls for greater clarity on technical aspects of the Onshore Cable Requests for more detail on the cable stability and technical details of the Onshore Cable.	Cables and other utilities connections are already in place underground across the island and all over the country, providing essential services to homes and businesses. For the Project, the Onshore Cable will be laid in a trench at a minimum depth of approximately 0.8m below the surface. Once the cable is laid, the trench will be backfilled, ensuring the cable is both stable and protected. While further ground investigations are required at the detailed design stage, a range of proven options exist for stabilising cables of this kind, including the use of ducts, allowing sufficient slack in the cable to keep it stable in the event of any movement, and the use of suitable bedding and geotextiles (permeable, synthetic fabrics commonly used in soil to help with separation, filtration, reinforcement, protection, and drainage).

What we heard from your feedback	How we have taken this into consideration
OPERATIONS AND MAINTENANCE (O&M)	
General support for the preferred O&M base located at Stornoway Port Many felt this was a positive opportunity for the port and the town, providing greater assurance of locally based Project roles. However, some respondents expressed doubts that the local people or businesses would benefit due to the current lack of meaningful local partnerships and skills development opportunities.	The Project is committed to working with local support agencies such as Highlands and Islands Enterprise and with local education providers such as University of the Highlands and Islands (UHI) North West and Hebrides and local secondary schools to create awareness of opportunities that will arise during the construction and operations phases of the Project and to support the training and upskilling/reskilling of a local workforce, to the maximum extent possible. Much of this work has already commenced, e.g. the Project has: • Supported the employment of STEM Co-ordinators for Lewis and Harris, through UHI, for the last 3 years; • Launched a scholarships programme for local secondary school students, committing to financial support of £200k for 20 students from the Outer Hebrides studying STEM or Gaelic language and culture-related courses from 2025 to 2032; • Attended careers events at the Nicolson Institute in Stornoway in 2025 and committed to further careers support work with local schools in future years; • Committed funding to support Navantia's existing apprenticeship scheme at its fabrication facility in Arnish, which is being delivered in conjunction with UHI; and • Committed to advertise all relevant Project jobs (hires by the Project company) locally and to work with suppliers to make sure as many job opportunities as possible are made available to local people. All of this work will be built on in the years ahead, as the Project's timelines and requirements become clearer and as we engage more with the global providers that will deliver the larger (or 'Tier 1') contracts. In addition, the Project has appointed a full-time Local Supply Chain and Skills Development Officer to develop relationships with and support local businesses to help them to position themselves to compete for contracts on the Project.
Concern around offshore working and safety considerations Respondents highlighted the potential implications of working in difficult sea conditions and remote areas.	The Project is aware of the challenges of working in rough sea conditions and remote areas. Maintenance will only be carried out when safe to do so, in accordance with offshore Health and Safety Executive (HSE) standards and guidance. Also, all contractors carrying out work on the Project will be required to prepare health and safety plans and to carry out all necessary risk assessments before commencing new activities. As part of our planning for the O&M phase, we have already analysed different vessel types and have a preference to use the larger Service [and] Operations Vessel (SOV) to facilitate the majority of O&M works. This is largely due to the ability of these types of vessels to operate in more challenging sea conditions.

What we heard from your feedback	How we have taken this into consideration
OPERATIONS AND MAINTENANCE (O&M)	
Concern for the potential increased pressure on local infrastructure such as roads and harbours. Some respondents feel that the O&M activities will increase road traffic and put strain on the local harbour which may increase the disturbance in certain areas.	Stornoway Port has been selected as the preferred location for the Project's O&M base and activities. Based on our engagement with the Port regarding their current activities and future expansion plans, we are confident that there is sufficient space and capacity within the port facilities to allow our activities to take place without disrupting or displacing other services or activities. Regarding local roads, it is not anticipated that the operation of the windfarm will lead to any material increase in road traffic. It is envisaged that much of the equipment needed to facilitate O&M will be shipped to the island.
Calls for more clarity on maintenance activities Some people raised that they would like to have more information about the anticipated maintenance activities.	Activities associated with the offshore O&M phase of the Project will be considered in the Offshore and Onshore EIA and will be reported on as part of the supporting documentation. An outline O&M Plan will be submitted with the Offshore Application, which will be updated to a detailed O&M Plan at a later date. Relevant permissions for these activities will be sought through a separate process. In terms of maintenance of the Onshore Cables, there will be joint bays every 800-1000m along the cable route, allowing for long-term access for the purposes of maintenance and/or repair work if required. It is anticipated that maintenance visits will be required once every 3 years and the Project may use sensors within the Onshore Cables to monitor the health and performance.The Landfall Substation (if required) will not be manned during operation and workers will only be at the substation during periods of scheduled or unplanned maintenance. For the Grid Substation, there will be a small number of workers on site during normal working hours.
Calls for more clarity on post-construction monitoring Several people raised that they would like more information on any post-construction monitoring that may be carried out to continuously assess the potential impacts both offshore and onshore, specifically referencing potential noise and environmental impacts.	The Project will be required to comply with all conditions associated with its consents. This may include ongoing or periodic monitoring during construction and operational phases of the Project. Where evidence of compliance is requested, or in the event of an incident, the Project will be required to make its records available to appropriate authorities.

What we heard from your feedback	How we have taken this into consideration
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	
Concern around potential impacts to marine mammals Respondents raised concern about the potential impacts to whales and dolphins due to potential underwater noise effects, disturbance and collision risks.	Potential impacts to marine mammals will be assessed fully within *Chapter 13 Marine Mammals* of the Offshore EIAR, including associated appendices assessing potential underwater noise impacts. The Project has committed to submitting an Outline Marine Mammal Mitigation Plan (MMMP) as part of the Offshore Application. Once the Project has finalised its design (post-consent, if approved), a detailed MMMP will be developed prior to the commencement of construction works to control potential impacts to marine mammals. The MMMP will form part of the Offshore Construction Environmental Management Plan (CEMP) and will include adherence to requirements of the International Convention for the Prevention of Pollution from Ships (MARPOL) 73/78/. The Project commits to following Joint Nature Conservation Committee (JNCC) best practice methodologies during any offshore works, as necessary, and has followed these methodologies throughout all offshore survey work completed to date. This includes having a Marine Mammal Observer (MMO) onboard for certain installation vessels and using a soft-start approach when carrying out noisy construction activities to control the underwater noise emissions.
Concern around potential impacts to birds and the location of the Array Area overlapping migratory and foraging routes Respondents highlighted the importance of the Outer Hebrides for migratory species and the Barvas Moor for breeding birds. There is also concern around potential collision risk and habitat disruption.	An assessment of the potential impacts to birds will be included within *Chapter 14 Marine and Nearshore Ornithology* of the Offshore EIAR; this will assess breeding, non-breeding and migratory bird species. The Marine and Nearshore Ornithology assessment is informed by data gathered from site-specific surveys which were undertaken for over 2 years and discussions with relevant consultees. Similarly, an onshore ornithology assessment will be included within *Chapter 10 Onshore Ecology and Ornithology* of the Onshore EIAR which is informed by 1 year of breeding bird data gathered on the Barvas Moor as agreed with relevant consultees. As all infrastructure associated with the OTW across the Barvas Moor will be underground, potential impacts to birds will be confined to the construction phase of the Project. An Outline Breeding Bird Protection Plan will be submitted alongside the Onshore Application. In addition to all of the changes made to the Project proposals between the first and second phases of public consultation to minimise the potential impacts on birds *(including a reduction in the number and height of turbines and in the area within which turbines will be located, a reduction of 50m in the rotor diameter of the turbines, and the inclusion of an air gap of 30m from mean sea level to the base of the turbines),* the outputs of the Offshore EIA and Onshore EIA will identify any other potential mitigations that might be necessary and appropriate. The updated parameters of the WTGs were designed to reduce collision risk to birds.

What we heard from your feedback	How we have taken this into consideration
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	
Queries and concern around the potential effects of electromagnetic fields (EMF) and heat from subsea cables The potential impact to the movement and migratory patterns of fish, sharks and rays were highlighted as a concern for some respondents.	Potential impacts to fish will be fully assessed within *Chapter 12 Fish Ecology* and Chapter 11 will consider *Benthic and Intertidal Ecology* of the Offshore EIAR. EMF and thermal emission effects from Offshore Cables have been scoped into these assessments. Prior to construction and finalising the design of the Project, a Cable Burial Risk Assessment (CBRA) will be undertaken which will confirm the burial depths of all Offshore Cables across the Array Area and OCAS.
Concern around potential pollution There was interest about the waste management of the Project and concern for the potential impacts from chemical leaks, oil spills or particle pollution from the Project infrastructure and construction of Project infrastructure.	For the offshore infrastructure, the Project will seek to use chemicals and other fluids suited to and approved for use in the marine environment, with biodegradable materials selected wherever possible in order to minimise impacts in the event of a spill. As part of the Offshore EIA, potential pollution incidents will be fully assessed. The assessments will include potential impacts of the release of pollutants to the environment on both human and biological receptor groups. Supporting the Offshore EIAR at application will be a Marine Pollution Contingency Plan which will identify fluids and chemicals associated with the Project and processes to be followed should a leak occur during any phase of the Project lifetime. In relation to the OTW, many pollution prevention design principles have been adopted as part of the mitigation embedded into the design, such as the inclusion of buffer distances between the OTW and watercourses wherever possible. During the construction of the OTW, best practice construction methods will be implemented to minimise the risk of pollution incidents and a variety of construction management plans will be produced in order to meet all regulatory requirements in place at the time of construction. Waste management for the OTW of the Project will be detailed in the onshore CMP, which will first be produced as an Outline CMP with the Onshore Application and later updated to a full plan.
General support for renewable energy projects Many people raised the importance of renewable energy projects like the Spiorad na Mara Project in combatting the worst impacts of climate change on the environment while highlighting they need to be developed sensitively and sustainably.	This feedback is noted and aligns with the overall objectives of the Project, including to support the Scottish Government targets of 50% renewable energy by 2030 and the potential environmental benefits it will bring, for example producing sufficient clean electricity to meet the equivalent annual average electricity needs of 1.2 million Scottish homes and reducing harmful carbon emissions by more than 1.7 million tonnes every year.

What we heard from your feedback	How we have taken this into consideration
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	
Concern about the potential visual impacts at cultural sites, west coast cemeteries and beaches Specific concern about the potential visual impacts of certain areas that are key locations for tourists and therefore may have a subsequent impact on local tourism and business which are dependent on scenic views.	The EIAs will have dedicated chapters that consider both: landscape and visual impacts including on historical and cultural sites; and socio-economic impacts which will include tourism. These will be covered in *Chapter 18 SLVIA*, *Chapter 15 Offshore Archaeology and Cultural Heritage (including array setting impacts)*, *Chapter 20 Other Sea Users* and *Chapter 6 Socio-Economics and Tourism* of the Offshore EIAR. The onshore EIAR will include separate chapters to assess the potential impacts relevant to onshore infrastructure. A number of changes have already been made to the design parameters of the Project – including a reduction in the number and height of turbines; an increase in the distance of turbines from shore; an increase in the distance of turbines from South Lewis, Harris and North Uist National Scenic Area (NSA), and from the Wild Land Area (WLA), which falls within the South Lewis, Harris and North Uist NSA; and a reduction in the Array Area within which turbines will be placed – which reduce the potential visual impacts at sensitive locations such as Callanish Standing Stones, Dalmore Beach, Gallan Head and other sites. The sensitivity of cemetries is recognised by the Project, particularly the Barvas Cemetry which is in close proximity to the proposed location for the Landfall Substation. Within the proposed Onshore Landfall Area, the Project has proposed to locate the Landfall Substation as far as possible from the cemetry and will consider options to further reduce visibility where possible. Post consent, the Project will obtain further information to refine the design of the windfarm and once a WTG can be confirmed through the supply chain, a final layout will be confirmed. Concerns raised regarding visual impacts will continue to be considered during this refinement process.
Concern about potential property devaluation Several people have concerns about how the Project may impact local house prices, particularly those within direct view of the Project infrastructure.	Many macroeconomic factors can influence property pricing, including local employment opportunities, school catchment areas and the overall housing market and economic state nationwide. Several studies have been conducted to assess the potential impact of onshore wind turbines on house pricing; however, there are limited studies in relation to offshore wind turbines. The first major study to address the impact of offshore wind turbines on property prices of nearby residential and vacation properties in Denmark concluded that having an ocean view of the windfarm from the house itself or from nearby beaches had no significant impact on property prices, in comparison to having a sea view without a windfarm *(Available at:* **http://macroecointern.dk/pdf-reprints/Jensen_EP_2018.pdf***)*.

What we heard from your feedback	How we have taken this into consideration
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	
Concern about the Outer Hebrides depopulation issues The depopulation seen across the Outer Hebrides (particularly amongst younger generations) was raised with concern that the Project may result in more people leaving the island. Alternatively, others feel that the Project will help to retain more young people through the long-term job opportunities it can create.	Similar to above, there are several macroeconomic factors which could result in the movement of a population in and out of areas. We recognise the importance of retaining the local population in the Outer Hebrides and anticipate that the Project could bring benefits to Lewis through local job and supply chain opportunities, skills development and community initiatives which can support the local population and potentially bring locals back to the island who have had to leave for specific job roles i.e. offshore jobs.
Concern about the potential human health impacts from noise and visual impacts There was concern that the noise from construction and operation as well as the potential visual impacts may affect the health and wellbeing of the community, with some raising that the Project in general can increase stress for individuals.	The potential impacts of the Project on human health are being assessed in *Chapter 22 Offshore Human Health* of the Offshore EIAR and *Chapter 18 Human Health* of the Onshore EIAR. Where necessary, appropriate mitigation measures will be identified to address any residual impacts. As mentioned above, the Project will also assess potential visual and noise impacts within the EIARs. Key chapters will include *Chapter 18 SLVIA* and *Chapter 19 Offshore Airborne Noise* of the Offshore EIAR as well as *Chapter 9 Landscape and Visual Impact Assessment (LVIA)*, *Chapter 15 Airborne Noise and Vibration* and *Chapter 16 Air Quality* of the onshore EIAR. The Project is required to carry out construction and operations within the acceptable limits set, which are strictly regulated. Relevant management plans such as the onshore CEMP will detail how the noise and light from construction activities will be managed.
The importance of Gaelic culture and heritage must be considered There is concern about the potential impact to the island's identity and the Gaelic language due to the perceived industrialisation of the island.	We recognise the importance of Gaelic and the island's strong identity, which is felt across generations. The potential impacts to culture and heritage – including the language – are fully assessed within *Chapter 6 Socio-Economics and Tourism* of the Offshore EIAR. Separately, we are committed to supporting Gaelic language and culture activities through project initiatives such as sponsorship and donations and other programmes. We sponsored the national Gaelic debating competition, Deasbad Nàiseanta nan Àrd-sgoiltean, in 2024 and are the lead sponsor again in 2025. Through our scholarships programme, we have committed to supporting students to undertake a Gaelic language and/or culture related course in a Scottish university. In addition, we have made donations to other Gaelic language and culture organisations and initiatives, including the Lewis Pipe Band and Breasclete Primary School's attendance at the FilmG awards last year.

What we heard from your feedback	How we have taken this into consideration
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)	
Concern about the potential increased pressure on local infrastructure and services Some respondents raised that the Project may impact local transport, housing and healthcare as well as disrupt key industries like tourism and commercial fisheries.	The potential impacts from increased pressure on local infrastructure and services, as well as tourism and commercial fisheries, will be fully assessed within the relevant chapters of the Onshore and Offshore EIARs, where appropriate. This includes *Chapter 6 Socio-Economics and Tourism* and *Chapter 21 Commercial Fisheries* of the Offshore EIAR. Where necessary, appropriate mitigation measures will be put in place to reduce potential impacts that are identified. It is important to note that the majority of the workforce required for offshore construction activities is expected to be offshore most of the time, meaning that accommodation and local services will not be impacted. Where pressures exist on local services such as healthcare, the Project will put alternative arrangements in place, where possible, to support the temporary construction workforce required for onshore activities, in order to avoid adding to local pressures. As details of construction sequencing and associated workforce numbers become clear, we will seek to find accommodation solutions that do not add to existing local pressures. Additionally, the Project remains committed to working collaboratively with other developers and in conjunction with Comhairle nan Eilean Siar and HIE, through the Major Developments Forum, to help minimise pressures on local infrastructure. To minimise disruption to traffic, the Project will construct haul roads where necessary which will be used by the majority of construction traffic. As part of the Onshore Application, an outline Construction Traffic Management Plan will be developed which will be updated pre-construction to detail how the Project will transport during construction activities. Since 2022, we have been engaging with the local fishing community and with the fisheries industry associations, through our Company Fisheries Liaison Officer and Fisheries Industry Representative, and their feedback has informed the design of the Project proposals. This engagement will continue.

What we heard from your feedback	How we have taken this into consideration
ECONOMIC BENEFITS	
Calls for local employment, skills development and supply chain There was a strong opinion that employment and supply chain for the Project should be locally sourced and calls for the Project to offer more skills development opportunities to ensure locals have the specialist skills required.	We are committed to maximising opportunities for local businesses and to maximising the potential for the local population to apply for jobs created by the Project. At the start of 2025, we appointed a Local Supply Chain and Skills Development Officer for the Project and since then he has been engaging with local businesses and training providers and will continue to do so as the Project progresses. With the support of partner agencies, we will work with local businesses and training providers in order that they can begin to prepare for opportunities that will be created by the Project in the years ahead. We have been working, in collaboration with Highlands and Islands Enterprise (HIE), UHI North West and Hebrides and others, to build a comprehensive picture of local businesses that might be suitable to work on the Project. In October 2025, we attended a supply chain event in Stornoway, hosted by HIE and focused on renewable energy opportunities, and met with a wide range of local businesses with an interest in opportunities. We intend to hold a local supply chain event of our own in 2026, following the submission of our consent applications, and will use feedback and insights from the HIE event to inform how we deliver it and what information we provide. In terms of employment, there will be 750-1,000 people employed during the construction phase of the Project and 80-120 long-term roles during the operations phase. We are committed to ensuring as many of these jobs as possible, particularly the long-term positions, are available to local people, in order to support the retention of young people and families on the island and potentially attract back many who had moved elsewhere to gain employment. To enable this, we have started to invest in skills development and apprenticeship opportunities locally and this will continue and broaden as the Project progresses. We are also working with local educational institutions and support agencies and industry partners to expand career pathways for island residents, to build their skills and experience, and improve long-term employability. In 2025, we launched a scholarships programme, which will support 20 students from the Outer Hebrides who are undertaking STEM or Gaelic language and culture-related courses in Scottish universities over the next 7 years. We attended 2 careers events at the Nicolson Institute this Autumn and will continue to work with local secondary schools in the coming years to create awareness of employment opportunities and career pathways within the industry.

What we heard from your feedback	How we have taken this into consideration
ECONOMIC BENEFITS	
Concern about supply chain sourcing Some respondents were sceptical about how the supply chain opportunities associated with the Project will benefit local businesses and concern was raised around ethical and sustainable sourcing.	The Project remains in the early stages and therefore we do not yet know who our contractors and suppliers will be. The Procurement process will begin post-consent, should we receive all relevant consents. In the meantime, as outlined above, we continue to work with the local supply chain to understand local capability, availability and interest. The Project partners' policies include a rigorous pre-qualification of suppliers covering a number of topics per industry standards, to ensure that suppliers meet the ethical standards required. The Project conducts business in accordance with the highest ethical standards in all aspects of its activities and expects the same from its business partners.
Support for the potential job creation Many people support the potential job opportunities the Project could create for Lewis if it is developed effectively; this was viewed as a good opportunity to retain young people and families on the island.	This feedback is welcome and encouraging, in terms of the level of interest that exists locally in opportunities associated with the Project being fully realised for the benefit of the island, in the years ahead and for generations to come.
Support from local businesses eager to be a part of the supply chain While still in the early stages, some local businesses expressed interest in being part of the supply chain for the Project should it go ahead.	As above, this feedback is both welcome and encouraging and we are committed to maximising the opportunities that will be available locally. To date, over 130 companies have registered on our supply chain portal *(which is available on our website,* ***www.spioradnamara.co.uk****)* and a significant portion of these are local. We will continue to engage with these companies, and others, in the coming years and continue to work in collaboration with relevant agencies such as HIE to point them to relevant business support initiatives that can assist them.

What we heard from your feedback	How we have taken this into consideration
COMMUNITY ENGAGEMENT	
Recognition of community engagement efforts Many shared that the consultation events and wider community engagement efforts have improved over the last 18 months, highlighting that the PC2 consultation was well-organised and extensive.	This feedback is welcome and appreciated. We have worked hard to broaden and deepen our engagement, including the range of engagement and consultation opportunities we provide, over the last 18 months and will continue to work on this further as the Project progresses.
Mixed views on the consultation materials and visualisations Some respondents highlighted that the consultation materials were a clear and realistic impression of the Project proposals while others criticised the same materials as being selective and mis-leading.	We have worked hard to make our consultation materials extensive yet accessible for the community and to provide information in a range of different formats. We also continue to recognise the irreplaceable value of conversations and have made as many team members and specialists - including EIA subject matter experts - as possible available at our events to support these conversations. As the process of developing and designing an offshore wind project is lengthy and complex, it is not possible, at this stage, to provide precise details of what all aspects of the Project will look like should it go ahead. We appreciate that this is frustrating for some people; however, we have made every effort in our materials and our conversations to explain the PDE process clearly and the next stages that will follow should consent be granted. All of our materials are developed in accordance with statutory requirements and in line with best practice engagement and consultation standards. Specialists with extensive expertise in this area of work have been engaged to advise on and oversee the development of these materials. All content is rigorously checked to ensure it accurately describes the most up-to-date position on our technical and environmental work.
Calls for community-led discussions Some raised that the consultation lacked genuine engagement and suggested that more community-led discussions should be held to fully understand the local values and knowledge.	Providing a range of consultation opportunities is important in gathering wide-ranging views and feedback. The Project has done this at every stage and has dedicated team members (including a full-time island-based Community Liaison Officer) working on an ongoing basis on community engagement and consultation. Beyond the periods of focused consultation we have hosted, we have also held several community drop-ins at local venues across the island and attended ten community council meetings, at which Project update presentations were given followed by open question and answer sessions, over the last 18 months. We remain open to attending community council meetings and have offered this opportunity to all such councils on the island, as these organisations are community-led and their meetings attended by residents within those local communities. Our Community Engagement and Fisheries Engagement teams are also available to have discussions with individuals and groups at any time and may be contacted using the details on our website and at the back of this document.

What we heard from your feedback	How we have taken this into consideration
COMMUNITY ENGAGEMENT	
Need for more advertisement of the public consultation While some felt the events were appropriately advertised there were other respondents who highlighted that the consultation could have been more widely communicated and should be held with more consideration for vulnerable groups who may not be able to attend events or use the virtual exhibition.	The Project aims to maximise public awareness and participation in all of its events. The public consultations were widely advertised through local channels *(i.e. newspaper adverts, leaflet drops to all properties on the island, local social media networks)* and details were published through the Project website, circulated directly to everyone on our emailing list and promoted on our LinkedIn page. Following feedback received from PC2, the Project has also incorporated posters into its advertisement process, placing these in local retail venues, and has improved signage. To support vulnerable groups and ensure that the consultation was accessible for everyone, the Project included details on its consultation advertisement leaflets for people to contact if they had any specific mobility issues or any other challenges accessing the consultion events. The consultation leaflet was mailed to over 11,000 residential and business addresses in HS1 and HS2 postcode areas. The Project welcomes any further suggestions on how to improve engagement with the community.

What we heard from your feedback	How we have taken this into consideration
COMMUNITY BENEFITS	
West Coast Community Benefit Fund While many welcome the fund and the benefits it can bring, some respondents feel it is too little and will not adequately compensate for the potential impacts on the economy, culture and environment. There is a strong overall opinion that the fund must be managed locally to be fairly distributed. Many emphasised that there needs to be island-wide compensation across the Isle of Lewis that is not restricted to certain communities.	The Project recognises the concerns people have about the governance and uses of the West Coast Fund[1] and, for this reason, an experienced company – Aquatera Ltd. – was appointed to carry out an independent consultation process earlier this year, to gather views on how the fund should be set up, administered and used. It also sought feedback on other wider potential benefits that could be delivered by, or through, the Project. The report of this independent consultation was published in November and may be accessed at **www.spioradnamaracommunity.uk**. The recommendations arising from this report are being considered and next steps will be progressed in 2026.
Cycleway/Multi-use path Mixed comments were received regarding the proposed cycleway/ multi-use path. Some highlighted the positive legacy that it could create by improving road safety and potentially supporting tourism through recreational cycling. Others feel that the benefits of a cycleway do not outweigh the potential environmental impact to the wildlife and landscape and there are concerns around the management and durability of the cycle pathway, if built.	These comments have been considered and an update on the cycleway/multi-use path will be shared during the final OTW consultation at the end of November.
Call for more benefits that can improve the local communities While many respondents felt that no community benefits would compensate for the environmental, cultural and social impacts, some were encouraged by the current benefits that are proposed and called for additional community benefits such as energy discounts, community ownership, investment into local services and environmental conservation.	As the Project progresses, we will continue to explore opportunities to bring benefits to local communities, aligned with local needs. A starting point will be consideration of the outputs from the Aquatera independent community benefit consultation report. In terms of community ownership, this is something we have had initial discussions with Eilean Siar Energy[2] about and these discussions will continue.

1 The West Coast Fund is a fund of £4.5m per year which will be paid for the operational life of the Project, should it go ahead, for the benefit of communities on the west coast of Lewis, specifically Council wards 6 and 7. This was committed to by the Project in August 2024.

2 Eilean Siar Energy is a joint venture between Comhairle nan Eilean Siar, Muaitheabhal Community Wind Farm Trust and the Stornoway Trust. It was established earlier this year to explore how best to progress ownership stakes in two consented onshore windfarm developments locally.

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