MachairWind Offshore Windfarm

Chapter 18 Socio-economics

This page is intentionally blank

TABLE OF CONTENTS

List of Tables

List of Plates

List of Appendices

GLOSSARY OF ACRONYMS

Term	Definition
CEA	Cumulative Effects Assessment
CES	Crown Estate Scotland
ECC	Offshore Export Cable Corridor
EEA	European Economic Area
EEZ	Exclusive Economic Zone
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EU	European Union
GDP	Gross Domestic Product
GVA	Gross Value Added
GW	Gigawatt
INTOG	Innovation and Targeted Oil and Gas
LSE	Likely Significant Effects
MD-LOT	Marine Directorate – Licensing Operations Teams
MW	Megawatt
NPF	National Planning Framework
O&M	Operation and Maintenance
OnTDA	Onshore Transmission Development Area
ONS	Office for National Statistics
OWIC	Offshore Wind Industry Council
PDE	Project Design Envelope
SCDS	Supply Chain Development Statement
SEAP	Socio-economic Action Plan
TTWA	Travel to Work Areas
UK	United Kingdom
WDA	Windfarm Development Area
WTG	Wind Turbine Generator

GLOSSARY OF TERMS

Term	Definition
Cumulative Effects Assessment	Assessment of likely significant effects resulting from the incremental change caused by other past, present and reasonably foreseeable projects / activities together with the Project. This is separate to combined effects arising between the Project's separate Development Areas.
Development Area	Application boundary for consenting purposes which, for the Project, consists of a Windfarm Development Area, Offshore Export Cable Corridor, and Onshore Transmission Development Area. Separate consent and marine licence applications will be submitted for each Development Area where applicable.
Embedded mitigation measure	Mitigation measures, including industry good practice measures, to avoid or reduce environmental effects that are directly incorporated into the design for the MachairWind Windfarm Development Area.
Environmental Impact Assessment (EIA)	The process of evaluating the likely significant environmental effects of a proposed development over and above the existing circumstances (or 'baseline').
Environmental Impact Assessment (EIA) Regulations	A collective term referring to The Electricity Works (Environmental Impact Assessment) (Scotland) Regulations 2017 and The Marine Works (Environmental Impact Assessment) (Scotland) Regulations 2017.
Gross Value Added (GVA)	Measure of the value of goods and services produced in an area, industry, or sector of an economy.
International Council for the Exploration of the Seas (ICES) statistical rectangles	The International Council for the Exploration of the Seas (ICES) standardise the division of sea areas to enable statistical analysis of data. Each ICES statistical rectangle is '30 min latitude by 1 degree longitude' in size (approximately 30 x 30 nautical miles). A number of rectangles are amalgamated to create ICES statistical areas.
MachairWind Offshore Windfarm	An offshore windfarm capable of exporting around 2 GW of renewable energy to the National Electricity Transmission System. MachairWind Offshore Windfarm comprises three Development Areas: • The WDA – located off the west coast of Scotland to the northwest of Islay and west of Colonsay; • The Offshore Export Cable Corridor – a preliminary boundary extending from the WDA to mean high water springs at a landfall location near Girvan, South Ayrshire; and • The Onshore Transmission Development Area – a preliminary boundary which extends landward from mean low water springs and includes the land required for the landfall of the offshore export cables and their route up to but not including the proposed high voltage direct current switching station which will be developed and constructed by Transmission Owner, ScottishPower Transmission. Separate consent and licence applications will be submitted for each Development Area.
Offshore export cable	Armoured cable containing electrical cores between the offshore substation platform(s) and landfall. Offshore export cables will include bundled fibre optic cables. The offshore export cables are subject to Marine Licence applications under the Marine (Scotland) Act 2010. The portion of the offshore export cable(s) located within the WDA is assessed as part of this MachairWind WDA EIA and a marine licence application to construct, alter or improve this portion has been submitted alongside the WDA application. A separate marine licence application will be submitted for the portion of the offshore export cable(s) from the WDA boundary to mean high water Mean High Water Springs.
Offshore Export Cable Corridor (ECC)	The preliminary boundary extending from the WDA to mean high water springs near Girvan, South Ayrshire and within which the offshore export cable(s) will be located. A separate marine licence application will be submitted for the offshore export cable(s) located within the

Term	Definition
	Offshore ECC.
Onshore Transmission Development Area (OnTDA)	The preliminary boundary which extends landward from mean low water springs and includes the land required for the landfall of the offshore export cables and their route up to but not including the proposed high voltage direct current switching station which will be developed and constructed by Transmission Owner, ScottishPower Transmission. This Transmission Owner is responsible for consenting the high voltage direct current switching station. Onward connections to the National Electricity Transmission System will be consented by National Grid Electricity Transmission and ScottishPower Transmission. Where relevant, these are considered as part of cumulative effects assessment in the EIA.
Operational life	The operational life is the expected length of time from final commissioning of the WDA until the cessation of commercial operations. This is anticipated to be 35 years.
ScotWind	A Crown Estate Scotland seabed leasing round which enabled developers to propose offshore wind projects and apply for seabed rights to plan and build windfarms in Scottish waters.
The Applicant	The legal entity submitting consent applications for the MachairWind Offshore Windfarm, namely Machairwind Limited.
The Project	MachairWind Offshore Windfarm including all its Development Areas and associated infrastructure.
Windfarm Development Area (WDA)	The application boundary within the OAA where consent will be sought for the proposed WDA infrastructure. The WDA infrastructure is subject to Section 36 consent and marine licence applications (generation and transmission) which are being applied for separately from the Offshore ECC infrastructure and OnTDA infrastructure.
WDA infrastructure	The offshore generation and transmission infrastructure located within the WDA including but not limited to: WTGs, WTG fixed foundations (and associated scour protection), OSP(s), OSP fixed foundations (and associated scour protection), IACs, OSP link and offshore export cable(s) and their associated external cable protection (insofar as these are located within the WDA) and fibre optic cables.
Wind Turbine Generator (WTG)	A wind turbine generator which converts wind energy into electrical energy. Each wind turbine generator is a complex system composed of a high number of components. Typically, the main components include the rotor assembly (composed of three blades and a hub); the nacelle (containing a generator, shaft and gearbox, power electronic converter and transformer); and the tower (containing lifting equipment and the switchgear).

18 SOCIO-ECONOMICS

18.1 INTRODUCTION

1. This chapter presents an assessment of potential impacts and likely significant effects (LSE) on socio-economics that may arise from the construction, operation and maintenance (O&M), and decommissioning of the MachairWind Windfarm Development Area (WDA) infrastructure.

2. Given that certainty on the grid connection location will become known after submission of the WDA Environmental Impact Assessment Report (EIAR), this topic chapter considers the WDA Study Area and existing environment only. A combined assessment of the construction, O&M and decommissioning of the WDA activities, Offshore Export Cable Corridor (ECC) and Onshore Transmission Development Area (OnTDA) activities (commensurate with the level of detail that is available at the time of carrying out that appraisal) is also provided. This approach will ensure a holistic view is undertaken of the entire Project. As noted in **Chapter 1 Introduction**, the assessment of potential effects on all receptors associated with the Offshore ECC and OnTDA will be presented in individual EIARs, which will be submitted separately in accordance with the relevant Environmental Impact Assessment (EIA) Regulations.

3. This chapter considers the following WDA infrastructure: wind turbine generators (WTGs), Offshore Substation Platforms (OSP) and associated fixed foundations and scour protection, inter-array cables, OSP link cables, the portion of the offshore export cable located within the WDA and associated cable protection.

4. This chapter has been prepared to provide Marine Directorate - Licensing and Operations Team (MD-LOT) (on behalf of the Scottish Ministers) and stakeholders with sufficient information to determine the likely significant effect(s) of the Project on the receiving environment.

5. This chapter should be read in conjunction with the following related EIAR chapters:

   - **Chapter 12: Commercial Fisheries** – impacts on commercial fisheries could have secondary socio-economic impacts;
   - **Chapter 13: Shipping and Navigation** – impacts on shipping and navigation could have secondary socio-economic impacts;
   - **Chapter 16: Seascape, Landscape and Visual Impact Assessment (SLVIA)** – impacts identified in the SLVIA may have tourism impacts; and
   - **Chapter 17: Infrastructure and Other Marine Users** – impacts on existing marine infrastructure could have secondary social impacts.

6. Key inter-relationships between this chapter and those listed above will be considered where relevant and presented in this chapter.

7. Additional information to support the socio-economics assessment includes:

   - **Appendix 18.1: Socio-economics Technical Report** – provides additional detail on the economic impacts expected to arise from MachairWind Offshore Windfarm (the Project) and the WDA, including the employment and Gross Value Added (GVA) expected to arise in the Scottish and UK economies and in local areas in the vicinity of potential port locations; and
   - **Socio-economic Action Plan** – sets out a range of actions and commitments designed to enhance beneficial socio-economic effects.

8. This chapter was prepared by BiGGAR Economics.

18.2 LEGISLATION, POLICY AND GUIDANCE

9. The overarching policy and legislation relevant to the EIA is described in **Chapter 2 Policy and Legislative Context**. There are no legislative controls that apply to socio-economics. **Table 18.1** sets out the relevant policy and guidance that informs the assessment of effects for socio-economics.

Table 18.1 Summary of relevant policy and guidance for socio-economics

Relevant Policy or Guidance	Relevance to the Assessment
Policy	
Clean Power 2030 Action Plan: A new era of clean electricity (Department of Energy Security and Net Zero, 2025)	The 2030 Action Plan sets out the UK Government's plans to usher in a new era of clean electricity, with plans for 95% of power coming from clean sources by 2030. Offshore wind is seen as key to this goal, requiring 43-50GW of offshore wind capacity, as well as investment across other types of renewables and grid infrastructure. The investment required is expected to result in new industries and employment opportunities, which are discussed in **Section 18.2**.
HM Government Plan for Change (UK Government, 2024)	The Plan for Change is the UK Government's mission-led plan to deliver change and strengthen the UK. These five national missions include: • Kickstarting economic growth, by supporting growth across regions and driving the adoption of technology across the UK; and • Making Britain a clean energy superpower, ensuring that the economic benefits of net zero benefit workers, working in partnership with businesses to catalyse public investment and powering up infrastructure.
The UK's Modern Industrial Strategy (UK Government, 2025a)	The Modern Industrial Strategy provides a 10-year plan for benefitting from the changes to technology and the economy. As part of this, eight sectors have been identified, including Clean Power. For each sector, a Sector Plan has been created.
The UK's Modern Industrial Strategy: Clean Energy Industries Sector Plan (UK Government, 2025b)	The Clean Energy Sector Plan sets out how the UK Government will support the Clean Energy sector by providing stability to business, developing partnerships, and supporting frontier industries and clusters. As part of this, the Government is supporting the adoption of new technologies, with the potential to develop domestic manufacturing and export high value goods to other countries deploying offshore wind. Cumulative effects on manufacturing are considered in **Section 18.2**. It is also supporting the creation of a skilled workforce and good jobs.
National Strategy for Economic Transformation (Scottish Government, 2022)	The strategy sets out Scotland's ambition to be a wellbeing economy, with five key aims. The strategy notes that Scotland has substantial energy potential and can play a role in supporting productive businesses and regions. Economic impacts are considered in **Section 18.9.1**. A key longer-term challenge is regional inequality, with rural and island areas facing problems such as a declining labour supply and poorer access to infrastructure and housing. Effects on labour supply, housing and infrastructure are considered in **Section 18.10.1**.
National Planning Framework 4 (Scottish Government, 2023a)	NPF4, Scotland's spatial strategy to 2045, affirms the importance of the transition to a net zero economy, with wind energy contributing to green investment and green jobs. Policy 11c states that renewable energy developments will be supported where they maximise net economic impact, including local and community socio-economic benefits, such as employment and supply chain opportunities. These impacts are

Relevant Policy or Guidance	Relevance to the Assessment
	considered in **Section 18.10.1**, while actions to increase local impact are considered in the **Socio-economic Action Plan**.
Draft Energy Strategy and Just Transition Plan (Scottish Government, 2023b)	The Scottish Government's vision for transition to net zero, while ensuring the process is fair to workers and communities. A central pillar of the strategy is delivering a 'Just Transition' ensuring that the shift to a green economy creates widespread benefits, including employment in low carbon jobs.
Offshore Wind Policy Statement (Scottish Government, 2020)	This policy sets out the Scottish Government's support for offshore wind, with the potential for substantial economic impacts. Economic impacts are discussed in **Section 18.10.1**.
Update to the 2020 Offshore Wind Policy Statement: Scotland's Offshore Wind Ambition (Scottish Government, 2026)	This updated policy statement reaffirms the Scottish Government's commitment to offshore wind and the existing project pipeline, highlighting the key strategic benefits of economic growth and a just transition. It also outlines the actions that the Scottish Government is taking to support strategic investment in supply chain and ports infrastructure and the development of a skilled workforce. The update also replaced the target of deploying 8-11GW of offshore wind by 2030 with a new ambition of deploying up to 40GW of additional offshore wind capacity, over and above the baseline, between August 2025 and 2040.
Sectoral Marine Plan (Scottish Government, 2015)	This is the overarching guidance for planning and consenting offshore windfarms in Scotland. It includes an objective of maximising economic benefits from offshore wind through a competitive Scottish supply chain. In addition, development that provides social benefits is encouraged.
Draft Updated Sectoral Marine Plan for Offshore Wind Energy (Scottish Government, 2025b)	The updated draft plan notes 'the expansion of offshore wind energy is creating substantial opportunities for economic growth all around Scotland, including in coastal and island communities through port infrastructure and new manufacturing facilities'. The draft plan is accompanied by strategic-level assessments including a Social and Economic Impact Assessment (SEIA). Economic impacts on Scotland and ports are considered in **Section 18.10.**
Giant Strides 2020-2025: A Second Strategic Framework for Scotland's Marine Tourism Sector (Scottish Tourism Alliance, 2020)	The Giant Strides marine tourism strategy sets out how Scotland will become a world leader in 21st century sustainable marine tourism. Four themes are central to achieving its mission of increasing the contribution of marine tourism to £500 million, including our water, our experiences, our businesses and our people and communities.
Defining 'local area' for assessing impact of offshore renewables and other marine development: guidance principles (Marine Directorate, 2022)	This guidance sets out the key principles for defining Study Areas, for offshore renewables such as offshore wind. How these principles have been applied is discussed in **Section 18.5.1**.
General Advice for Socio-economic Impact Assessment (Marine Analytical Unit, 2024)	This guidance sets out how the assessment of economic and social impacts should be undertaken, including social research with communities that may be affected. This has been undertaken and is discussed further in the **Socio-economic Action Plan**. The guidance also includes a list of suggested impacts for assessment (direct and wider economic impacts, demographic and housing impacts, impacts on services, and socio-cultural impacts). These have been assessed in **Section 18.10**.

18.3 CONSULTATION

10. The socio-economics chapter has been informed by engagement with stakeholders in local communities around potential port locations and the Applicant continues to engage with these stakeholders, including (but not limited to) those listed below.

- Argyll Lomond & the Islands Energy Agency (ALIenergy);
- Argyll and Bute Council;
- Argyll and Bute Renewables Alliance;
- Belfast City Council;
- Caledonian Maritime Assets Ltd;
- Colonsay Community Development Company;
- Comhairle nan Eilean Siar;
- Ferguson Transport and Shipping;
- Global Energy Group;
- Highlands and Islands Enterprise (HIE);
- Iona Community Council;
- Islay Community Council;
- Islay Energy Trust;
- Islay High School;
- Jura Development Trust;
- Kishorn Community Trust;
- Lochcarron Community Council;
- Lochcarron Community Development Trust;
- Machrihanish Airbase Community Company;
- Marine Analytical Unit;
- Nigg and Shandwick Community Council;
- Oban High School;
- Peel Ports;
- Royal Yachting Association;
- Scottish Government Islands Team;
- Skills Development Scotland;
- South Islay Development; and
- Western Isles Development Trust.

11. The findings of a programme of initial community engagement that focused on identifying potential socio-economic impacts and opportunities is presented in MachairWind Development – Economic and Social Scenarios: Opportunities and Impacts (BiGGAR Economics, 2024). This is discussed further in **Section 18.5**.

12. In addition, as part of the consultation process, the Applicant presented the approach to assessment to stakeholders to offer transparency around the scoping methodology and rationale, capture stakeholder advice and guidance, and incorporate stakeholder feedback, where appropriate. A summary of the approach to stakeholder communication and consultation is outlined in **Chapter 6 Consultation and Stakeholder Engagement**.

13. The consultation outcomes in relation to socio-economics are outlined in **Table 18.2**, which summarises stakeholder feedback, outlines how the Applicant has responded to the feedback received, and details how it has been considered within this chapter. **Table 18.3** outlines the additional meetings held with stakeholders which covered updates and discussions relating to socio-economics.

Table 18.2 Summary of consultation relevant to socio-economics

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
Pre-scoping consultation			
Argyll and Bute Council	April-July 2023	As part of preparing a report titled MachairWind Economic and Social Scenarios: Opportunities and Impacts (BiGGAR Economics, 2024), BiGGAR Economics undertook an extensive consultation programme with communities that may be affected by developments at ports. This informed the baseline assessment of each of the port Study Areas, including the key challenges that each community faces as well as informing the scoping report.	A baseline assessment is provided in **Section 18.5.1.2**, and more detail is provided in **Appendix 18.1 Socio-economics Technical Report**. These were informed by discussions with communities that may be affected. In addition, these discussions have informed the **Socio-economic Action Plan.** The Applicant will continue to engage with communities post-submission to understand evolving and emerging priorities, and the Plan will be updated accordingly over the lifetime of the Project.
Argyll and Bute Renewables Alliance			
Highlands and Islands Enterprise (HIE)			
Skills Development Scotland			
Scottish Government Islands Team			
Islay Community Council			
Islay High School			
Islay Energy Trust			
South Islay Development			
Colonsay Community Development Company			
Jura Development Trust			
Machrihanish Airbase Community Company			
Kishorn Community Trust			
Lochcarron Community Council			
Lochcarron Community Development Trust			
Peel Ports			
Nigg and Shandwick Community Council			
Global Energy Group			

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
Oban High School			
Belfast City Council			
Western Isles Development Trust			
Comhairle nan Eilean Siar			
Ferguson Transport and Shipping			
Caledonian Maritime Assets Ltd			
Argyll and Bute Renewable Alliance	17 May 2023	Councillor Currie requested Argyll and Bute Council and MachairWind work closely together, to explore and assist with any work which may direct benefit Islay and wider Argyll and Bute.	As outlined in the **Socio-economic Action Plan,** the Applicant is committed to maximising benefits for island-based host communities where possible, and will also collaborate with Argyll and Bute Council to maximise benefits within the Argyll and Bute Council Economic Strategy (2024–2034).
Argyll and Bute Renewable Alliance	06 March 2024	Councillor Currie highlighted the need for housing for workers to be considered through the process.	Effects on housing are considered in **Section 18.10.1**. As outlined in the **Socio-economic Action Plan,** the Applicant is committed to collaborate on housing and service strategies and to share workforce projections.
Argyll and Bute Concordat: ALIenergy, HIE, Argyll and Bute Council	17 April 2024	General discussion on future supply chain opportunities and events (following initial Meet the Buyer event in 2023). Agreement that timing of events should be when the project has a worthwhile update for businesses.	Activities to support the local supply chain are discussed in the **Socio-economic Action Plan.**

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
Scottish Enterprise	13 June 2024	Scottish Enterprise acknowledged value of the MachairWind Economic and Social Scenarios: Opportunities and Impacts Report (BiGGAR Economics, 2024), particularly in relation to outlining the ports methodology across indicative locations. Interest around whether sites with a lower proportion of transient workers may be more attractive to the Applicant.	The Applicant is committed to enhancing the regional workforce capacity to contribute to a sustainable long-term regional labour market, as outlined in the **Socio-economic Action Plan.**
HIE	18 June 2024	HIE acknowledged the importance of identifying and optimising opportunities for Argyll and Bute and the islands in the development process, acknowledging the MachairWind Economic and Social Scenarios: Opportunities and Impacts Report (BiGGAR Economics, 2024).	A baseline assessment is provided in **Section 18.5.1.2**, and more detail is provided in the **Socio-economic Action Plan**.
Argyll and Bute Council	17 September 2024	Argyll and Bute acknowledged the STEM engagement undertaken by the Applicant at school level in addition to the ongoing work with educators, highlighting the need for this to continue.	As outlined in the **Socio-economic Action Plan**, the Applicant is committed to addressing skills for the workforce, including but not limited to continued school outreach and developing a dedicated MachairWind skills strategy.
Argyll and Bute Council	17 September 2024	Councillor Redman noted that the impacts to fishing due to the development needs to be considered.	The assessment of socio-economic effects arising from any changes to commercial fisheries has been based on the findings of the commercial fisheries assessment (**Chapter 12 Commercial Fisheries**).
Argyll and Bute Council	18 November 2024	Argyll and Bute Council informed that a review of the Argyll & Bute community benefit guidance is underway in order to maximise funding for local communities.	As outlined in the **Socio-economic Action Plan**, the Applicant is committed to establishing community benefit funding to support community-led projects throughout the Operational phase of the windfarm.

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
HIE	05 December 2024	Applicant discussed the Fit for Offshore Renewables Islands and Coastal Communities Programme (2025) and HIE advised on Argyll and Bute businesses who may be interested in participating.	As outlined in the **Socio-economic Action Plan**, the Applicant will continue to support suppliers in Argyll and Bute, with commitments related to maximising opportunities for Scottish businesses in the Supply Chain and commitments to Contributing to Regional Economic Development.
Scoping Opinion			
MD-LOT	09 January 2025	The Scottish Ministers are broadly content with the study areas as detailed in Section 18.6 of the Scoping Report however, in line with the MD-SEDD Socioeconomics advice received on 21 November 2024, requests the Developer to consider expanding the areas of impact to include a "communities of practice" approach alongside the "communities of place" approach listed. In addition, the Scottish Ministers encourage the Developer to include the results of the qualitive research included within Appendix K at application stage.	A broad range of impacts on different groups has been considered as part of the environmental impact assessment, including fisheries, commercial shipping and infrastructure and other marine users.
		In addition, the Scottish Ministers encourage the Developer to include the results of the qualitive research included within Appendix K at application stage.	A detailed quantitative and qualitative methodology as well as an analysis was included as part of MachairWind Development Economic and Social Scenarios: Opportunities and Impacts (BiGGAR Economics, 2024).
		The Scottish Ministers broadly agree with the impacts scoped in and out however, advise that cumulative impacts during the decommissioning phase must be scoped in and fully assessed in the EIA Report. This is in line with the	Cumulative economic effects, including on decommissioning, are considered in **Section 18.11**.

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		MD-SEDD socioeconomics advice.	
		In addition, the Scottish Ministers request that the Developer considers scoping in training and education opportunities into the assessment, as highlighted in the Argyll and Bute Council representation.	The Applicant is committed to delivering training and education opportunities, as outlined in the **Socio-economic Action Plan**
		Finally, the Scottish Ministers direct the Developer to the representation from the Iona Community Council with regards to crofting for consideration.	Impacts on crofting have been assessed in **Section 18.10.1**.
		The Scottish Ministers advise that the most up to date data sources must be used for all analysis and direct the Developer to the MD-SEDD socioeconomics advice in this regard.	The most up to date data has been used in the assessment. A more detailed discussion of sources used in the assessment is presented in **Appendix 18.1 Socio-economics Technical Report**
		In relation to economic impacts, the Scottish Ministers are broadly content with the proposed assessment approach as detailed in Section 18.2 of the Scoping Report, however, advise that the Developer consider additional analysis regarding potential job creation in comparison to existing jobs in the study area, as outlined in the MD-SEDD socioeconomics advice.	The number of jobs in each Study Areas and their sectors is provided in **Section 18.7**.
		In addition, the Scottish Ministers request that a detailed description of the methodology used to assess economic impacts, and any key assumptions, is included in the EIA report, this is in line with the MD-SEDD socioeconomics advice	A detailed methodology is provided in **Appendix 18.1 Socio-economics Technical Report**.
		Finally, the Scottish Ministers direct the Developer to the representation from Argyll and Bute Council, in relation to local labour market opportunities and legacy effects, for	The Applicant is committed to delivering legacy benefits, including on labour supply, as outlined in the **Socio-economic Action**

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		consideration.	**Plan.**
		In relation to mitigation measures, the Scottish Ministers highlight the representation from Argyll and Bute Council, with regards to the location of the base of operations, and request that this is considered in the EIA Report.	A discussion of the port local areas is provided in **Section 18.5.1.2**.
		The Scottish Ministers refer to the RYA [Royal Yacht Association] representation that reference should be made to Scotland's Second Marine Tourism Strategy. The Scottish Ministers, in line with RYA's response, note that the developer should consider sailing impacts on Northern Ireland and the north-west of the Republic of Ireland and these effects should be considered prior to application.	Trans-boundary impacts are considered in **Section 18.12**.
Marine Analytical Unit	09 January 2025	The Marine Analytical Unit appended general advice for socio-economic impact assessment, including economic impact assessment, wider expenditure, demographics, housing, other local service and socio-cultural impacts.	These impacts have been assessed in **Section 18.10.1**.
		We disagree with scoping out of cumulative impacts during the decommissioning phase (mentioned in Table 18.5, page 460). It is important to consider how decommissioning might create a range of impacts	It is unclear what the cumulative social impacts would be, given the decommissioning impacts will take place in the 2060s or 2070s and it is not possible to determine whether a particular port will be used or where it is, and there is expected to be limited cumulative impacts due to limited planned development in the offshore region. Therefore, the cumulative social impacts have not been assessed.
		If possible, information should be given on the types of jobs that are expected to be created and how this compares to the existing jobs in the Study Area.	The number of jobs in each Study Areas and their sectors is provided in **Section 18.7**.

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		We note that areas of impact appear to be based around “the locations of the construction phase and O&M phase ports, the location of any large manufacturing facilities, and locations on land, with visibility of the WDA infrastructure.”. We would recommend expanding the areas of impact to consider “communities of practice”, alongside the “communities of place” approach listed in the scoping report once the final locations of the project have been determined. This would allowed the project to consider a broader range of effected parties that may be impacted by the development.	A broad range of impacts on different groups has been considered as part of the environmental impact assessment, including fisheries, commercial shipping and infrastructure and other marine users.
		We noted a stakeholder mapping exercise was conducted to identify relevant individuals, and a consultation on socio-economics, related to the potential impact of construction and O&M activities, has been undertaken prior to preparation of this Scoping Report as part of the Project’s Economic and Social Scenarios: Opportunities and Impacts report (BiGGAR Economics, 2024). We were pleased to see that a stakeholder mapping exercise was conducted, and that the consultation conducted to date included statutory and non-statutory consultees, particularly community groups, as well as third sector organisations. In addition it was positive to see that the results of these consultations helped shape the focus of the socioeconomic impacts under assessment, particularly the concern around housing in island communities. We would encourage the developer to include the results of the qualitative research that was included within Appendix K during the application stage. It would be useful to see a detailed breakdown of how the work was conducted, the overall results and how it informed the assessment, in	A detailed quantitative and qualitative methodology as well as an analysis was included as part of MachairWind Development Economic and Social Scenarios: Opportunities and Impacts (BiGGAR Economics, 2024).

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		addition to the quantitative data provided.	
		Academic research (e.g. Aitken et al 2016; Devine-Wright 2011; Firestone et al 2012; Howell 2018; Jijelava and Vanclay 2028; Langbroek and Vanclay 2012; Vanclay 2020) shows that it is important to involve local communities in social impact assessments and address any concerns communities might have. This decreases the delivery risks for projects. Following this research, we believe that the engagement of stakeholders (including local communities) is very important for the assessment of socio-economic impacts, as these communities might be directly impacted by the development.	The Applicant is undertaking ongoing stakeholder engagement, with a substantial community engagement exercise taking place in 2023, discussed as part of the pre-scoping consultation.
		Please use the most up-to-date data sources.	Data sources are discussed in **Section 18.4**. Data limitations are discussed in **Section 18.7.3**.
		We expect to see a detailed description of the methodology used to assess economic impacts in the assessment, including specific details about the methodological approach taken and any key assumptions that underpin any estimates. This may be supplied in a technical annex if necessary.	A detailed methodology is provided in **Appendix 18.1 Socio-economics Technical Report**.
		We broadly agree with the proposed approach for assessing economic and social impacts and we welcome the analysis regarding potential port locations. We were pleased to see the inclusion of stakeholder mapping and that the consultation exercise included statutory as well as non-statutory consultees. We would encourage the developer to expand the areas of impact investigated to include potential “communities of practice” once locations are better determined in order to better capture potential	A broad range of impacts on different groups has been considered as part of the environmental impact assessment, including fisheries, commercial shipping and infrastructure and other marine users.

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		impacts of the development on effected communities.	
Argyll and Bute Council	03 December 2024	Agreed with characterisation of the existing environment and the data sources identified in the Scoping Report.	The baseline assessment is assessed in **Section 18.7**.
		Agree that all socio-economic impacts have been identified in the Scoping Report.	Impacts have been assessed in **Section 18.10.1**.
		It would be helpful to understand where the build base is likely to be located for the construction phase to help to understand local impacts around that location (understood to be likely to be elsewhere on the West Coast) but also to determine whether during this period infrastructure/accommodation will be required on Islay to facilitate construction activities. There may be implications for housing, ferry transport, local road network, local services and facilities etc which should be considered.	A discussion of the port local areas is provided in **Section 18.5.1.2**. As discussed with Transport Scotland and Argyll and Bute Council during a meeting on 10 December 2025, due to the size and volume of the proposed WDA infrastructure, it is anticipated that the overwhelming majority of components will be transported to site by vessel and not on the road network. Transport Scotland requested information regarding the level of project-generated traffic to provide evidence that the level of additional traffic could be managed. The Applicant issued a follow-up email to Transport Scotland and Argyll and Bute Council on 11 February 2026 providing the requested traffic generation information for each of the port types (marshalling and assembly, marine operations, and operation and maintenance). In response, on 10 March 2026, Transport Scotland agreed that traffic and transport could be scoped out of the WDA EIAR providing the EIAR contained a dedicated section on traffic generation

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
			within the Project Description chapter. The predicted traffic generation is set out within Section 3.6.11 of **Chapter 3 Project Description**. When it is time to bring forward a planning application for the OnTDA, the potential for impacts associated with traffic and transport will be considered in the application process and consultation will be undertaken with all relevant stakeholders regarding the suitable approach to any assessment.
		We welcome the wide range of potential socio-economic impacts 'scoped in' for the construction, operational and decommissioning phases of the project. We would like to see training and education opportunities considered under the 'Socio-cultural effects' and 'Changes to labour market' – there is an opportunity to 'grow' local employment skills to meet the needs of this project and contribute to improved socio-economic outcomes for local communities.	The Applicant is committed to increasing the economic impact of the WDA, as outlined in the **Socio-economic Action Plan.**
		It will be important to consider 'legacy effects' of the project in relation to housing demand and other infrastructure. There should be some weight placed on the positive impact that the provision of workers housing can achieve in the long term for communities – either through delivery of serviced sites (if temporary workers accommodation is used) or through reuse of housing delivered. 'Changes to labour market' – as noted above there is an opportunity to 'grow' local supply chains and employment skills to meet the needs of this project and contribute to improved socio-economic outcomes for local communities.	The Applicant is committed to delivering legacy benefits, including on labour supply and housing, as outlined in the **Socio-economic Action Plan.**

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		The 'baseline labour supply' should also consider direct, indirect and induced job creation, including support for developing the local supply chain and opportunities for skills, development and training. It is important to understand the potential opportunities for jobs and supply chain development for the Islay community and wider Argyll and Bute as well as the project as a whole – any impacts on schools/Argyll College/UHI should be explored.	Economic impacts are considered in **Section 18.10.1**. Engagement with education providers is discussed in more detail in the **Socio-economic Action Plan.**
		We welcome inclusion of 'The mitigation of fuel poverty and support of net-zero targets through energy supply benefits from the Project.' The potential for a power supply onto Islay to support the local electricity supply, benefits which could be delivered to the community should be considered.	Delivering a power supply to Islay is no longer being considered as part of the Project.
		Training and education opportunities should be considered under 'Socio-cultural effects' and 'Changes to labour market'	The Applicant is committed to delivering training and education opportunities, as outlined in the **Socio-economic Action Plan**
Royal Yachting Association	04 November 2024	Reference should be made to Giant Strides 2020-2025, Scotland's second marine tourism strategy.	The Giant Strides strategy is discussed in **Table 18.1**.
		Potential trans-boundary impacts on Northern Ireland and north-west Ireland should be scoped in.	Trans-boundary impacts are considered in **Section 18.12**.
Iona Community Council	22 November 2024	Present a clear, comparative, quantified account of all benefits (precise amounts/ locations of jobs, GVA etc), including financial, to all parties - development owner, land owner, island communities etc.	Economic impacts, including for local port areas, are considered in **Section 18.10.1**. Financial impacts are beyond the scope of the socio-economic assessment.
		Make clear the chain of ownership and financial benefits of a marine development of this scale. Our understanding from a session on Iona is that the ownership is Spanish. An	The Applicant notes that in relation to the ownership of ScottishPower Renewables (SPR), SPR is part of the Iberdrola Group, a

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
		analysis of positive and negative benefits needs to be transparent and disaggregated on the multinational ownership structure, comparative flow and amounts of financial benefits/ anticipated returns, within and outside Scotland/ UK - to owners, Crown Estate via lease, island communities etc.	Spanish multinational electric utility company. Financial impacts are beyond the scope of the socio-economic assessment. Economic impacts, including for local port areas, are considered in **Section 18.10.1**.
		Rather than treating such a large scale development in isolation, set the context of how many other renewables schemes are operating and/ or struggling to secure the necessary governmental support to progress within the area of this Scoping Report - particularly community-led renewables, whether these are being enabled as part of the 'vision' for the Highlands and Islands, whether vast scale transnational projects are displacing small-scale projects that have a genuinely circular economy of profits and benefits to the local community. In a climate emergency vast scale developments will have a place but they appropriateness and value cannot be assessed in isolation.	The Applicant is committed to maximising socio-economic benefits to communities and delivering legacy benefits, as outlined in the **Socio-economic Action Plan.** The delivery of community-led renewables projects is outwith the influence of the Applicant, although the provision of community benefit funds could benefit such projects, should communities decide that is an appropriate use of funds.
		The impact on crofting should be considered.	Impacts on crofting have been assessed in **Section 18.10.1**.
Post-Scoping Consultation			
Argyll and Bute Concordat: ALIenergy, HIE, Argyll and Bute Council	13 January 2025	Argyll and Bute Council informed that there will be a review of the Argyll & Bute community benefit guidance this year.	As outlined in **Appendix 18.1 Socio-economics Technical Report**, the Applicant is committed to establishing community benefit funding to support community-led projects throughout the Operational phase of the windfarm.

Consultee	Date/ Engagement Activity	Stakeholder Comment	Applicant Response
Skills Development Scotland	30 May 2025	Discussion on skill needs and job demands within the renewables sector and acknowledgement of importance in identifying and sharing information related to career pathways based on projects in SPR's wider renewable projects portfolio.	As outlined in **Appendix 18.1 Socio-economics Technical Report**, the Applicant is committed to addressing skills for the workforce, including but not limited to developing a dedicated MachairWind skills strategy, supporting teacher CPD and partnering with local and regional educational institutions.
Argyll and Bute Concordat: ALIenergy, HIE, Argyll and Bute Council	10 September 2025	HIE noted importance of Argyll and Bute businesses participating in the Fit for Offshore Renewables Islands and Coastal Communities programme (2025), which the Applicant sponsored.	As outlined in **Appendix 18.1 Socio-economics Technical Report**, the Applicant will continue to support suppliers in Argyll and Bute, with commitments related to maximising opportunities for Scottish businesses in the Supply Chain and commitments to Contributing to Regional Economic Development.

Table 18.3 Summary of relevant meetings held in relation to Socio-economics

I.D.	Consultee	Date/Engagement Activity	Summary of Meeting
Pre-Scoping Opinion (including Scoping Workshop and Expert Topic Groups) 2022 – 2024			
1.	Argyll and Bute Council	29 November 2022 (MS Teams meeting)	Project update meeting, including early discussions relating to the Project's commitments to developing a skills strategy, preferential locations for holding supply chain events, and plans for STEM engagement with local schools.
2.	Argyll and Bute Council and Highlands and Islands Enterprise (HIE)	22 March 2023 (MS Teams meeting)	Project update meeting, including discussions on the BiGGAR Economic and Social Scenarios Opportunities and Impacts Report, and the Carbon Neutral Island Action Plan; both of these documents were being prepared at the time of the meeting.
3.	HIE	23 November 2023 (MS Teams meeting)	Project update meeting, including discussions relating to the supply chain event held earlier in the year in July, and updates on the draft BiGGAR Economic and Social Scenarios Opportunities and Impacts Report, including plans for future engagement.
4.	Scottish Enterprise	06 December 2023 (MS Teams meeting)	Project update meeting, including discussions on the draft BiGGAR Economic and Social Scenarios Opportunities and Impacts Report, including plans for future engagement, and the Project's Supply Chain Stimulus Fund.
5.	Argyll and Bute Council	26 February 2024 (MS Teams meeting)	Meeting to provide an overview of the Project, with discussions around the Port feasibility study and indicative locations, Carbon Neutral Islands studies, and energy demand and resilience of the islands, particularly Islay.
6.	Argyll and Bute Council officers and councillors	17 September 2024 (MS Teams meeting)	Applicant attended and presented at the Elected Members Seminar on Renewables, with discussions around the Project's Port Feasibility Study and STEM school engagement, including future plans and sharing of ideas to provide hands-on experiences for pupils and teachers alike.
Post-Scoping Opinion (2025 and 2026)			
7.	Argyll and Bute Renewables Alliance	30 October 2024 (MS Teams meeting)	Discussions with members relating to the Argyll and Bute Economic Strategy Action Plan, visibility of renewable sector career opportunities, and the Carbon Neutral Islands Project.
8.	HIE	05 December 2024 (MS Teams meeting)	Discussions relating to the ORE Catapult Fit for Offshore Renewables (F4OR) Islands and Coastal Communities programme, specifically receiving feedback on the stakeholder map and approach to notifying eligible businesses across the Argyll and Bute region. Discussions on the findings within the BiGGAR Economic and Social Scenarios Opportunities and Impacts Report.

I.D.	Consultee	Date/Engagement Activity	Summary of Meeting
9.	Scottish Enterprise	12 February 2025 (MS Teams meeting)	Update meeting, including discussions relating to the indicative locations that may be used by the Project for construction, operations and maintenance and marine operations base.
10.	Argyll and Bute Renewables Alliance	20 May 2025 (Loch Fyne Hotel, Inveraray)	Updates and discussions relating to Community benefits from net zero energy developments consultation by the Scottish Government and hydrogen opportunities across the region (and associated required skills and infrastructure).
11.	Scottish Enterprise	19 March 2026 (ScottishPower HQ Offices, Glasgow)	Update meeting, including discussions relating to the Fit for Offshore Renewables (F4OR) programme Islands & Coastal Communities edition and coordinating Socio-economic Action Plan (SEAP) meetings.
12.	Argyll and Bute Council	20 April, MS Teams	Update meeting regarding the upcoming submission of the EIA and Socio-economic Action Plan. Argyll and Bute Council emphasised sensitive landscape and community concerns (notably around Iona and Islay), the importance of tourism, housing, and early engagement, and welcomed discussion on viewpoints, ports, and visual impacts. Discussion on the SEAP focused on aligning with NPF4, maximising local skills, employment, and supply chain benefits, avoiding duplication of existing initiatives, and progressing collaborative actions on community benefit, STEM initiatives, and renewable energy opportunities.
13.	Highlands and Islands Enterprise and Scottish Enterprise	22 April 2026, MS Teams	Update meeting regarding the upcoming submission of the EIA and SEAP. The Applicant outlined how the SEAP will support National Planning Framework 4 policies while retaining flexibility, pending further consultation. Discussion focused on potential collaboration to maximise local supply chain development, skills and STEM initiatives, and regional economic benefits, including follow-on activity from the F4OR Islands programme and engagement with Business Gateway, SAMS, and emerging HIE programmes.

18.4 EXISTING DATA SOURCES

14. **Table 18.4** sets out the information and data sources that have been used to inform this chapter.

Table 18.4 Summary of key datasets and information sources

Dataset	Description	Citation
Mid-Year Population Estimates Scotland 2023	Population estimates for Scotland, local authorities and electoral wards, broken down by age.	(National Records of Scotland, 2024a)
Mid-Year Population Estimates UK 2023	Population estimates for the UK, broken down by age.	(ONS, 2024)
Data Zone (2011) Population Estimates 2022	Population estimates for all 6,976 data zones in Scotland.	(Public Health Scotland, 2024)
Sub-Scotland Economic Statistics Database	Economics, business, labour market and population data for Scotland, and areas within Scotland.	(Scottish Government, 2025a)
Projected Population of Scotland: 2022-based	Population projection of Scotland, broken down by age.	(National Records of Scotland, 2024b)
2022-based Principal Population Projections	Population projections for the UK, broken down by age.	(ONS, 2023)
International Passenger Survey 2024	A continuous survey that covers all major air, sea and tunnel ports, providing detailed information on the numbers and types of visits made by people travelling to and from the UK.	(ONS, 2025a)
Regional Gross Value Added (balanced) by industry 2023	GVA broken down by region, including the UK and Scotland.	(ONS, 2025b)
Annual Survey of Hours and Earnings 2024	Provides average and median residential and workplace earnings.	(ONS, 2025c)
Model-based estimates of unemployment 2024	Provides statistics on unemployment.	(ONS, 2025d)
Annual Population Survey 2024	Provides statistics on characteristics of populations, including economic activity rate and unemployment rate.	(ONS, 2025e)
Business Register and Employment Survey 2023	Provides a breakdown of employment by sector.	(ONS, 2025f)

18.5 SITE-SPECIFIC SURVEY DATA

15. In addition to the existing data sources identified in **Section 18.4**, the Project undertook an extensive consultation process with communities that may be affected by the WDA, resulting in a report setting out the perspectives of stakeholders in local areas (BiGGAR Economics, 2024). This study involved mapping and assessing the potential positive and negative impacts of developing, constructing, and operating the Project on local host communities, local enterprises, economies and services. More than forty individuals and organisations were consulted including:

- Public sector bodies;
- Community councils;
- Local schools;

- Third sector organisations such as development trusts and energy trusts;
- Business groups and representative organisations; and
- Other local networks and interest groups.

16. This provided valuable familiarity with the local context and a deeper understanding of the specific economic and social needs facing communities near the Project. The Applicant has continued to consult with local communities since the production of the 2024 report and intends to continue community engagement throughout the lifecycle of the Project.

18.5.1 Socio-economics Study Areas

18.5.1.1 Scotland and the UK

17. The Applicant's Supply Chain Development Statement (SCDS) outlines cost assumptions for the Project, with expenditure differentiated by project stage and location, comprising Scotland, the rest of the UK, the EU and elsewhere. Building on the SCDS approach, the economic impact assessment includes the Study Areas of:

- Scotland; and
- The UK.

18.5.1.2 Port Local Areas

18. While a significant proportion of the activity associated with the Project is expected to take place offshore, the relevant Study Areas for the offshore socio-economic assessment are located onshore.

19. These include local socio-economics Study Areas, defined in line with the guidance on identification of 'local areas' for offshore developments published by the Scottish Government (Marine Scotland, 2022). This guidance identified six principles for identifying local Study Areas for offshore development:

- Principle 1 (Dual Geographies): the local area for the supply chain and investment impacts should be separate from the local area(s) for wider socio-economic impacts, including tourism and recreation;
- Principle 2 (Appropriate Impacts): the appropriate impacts to be considered for assessments should be identified before defining the local areas;
- Principle 3 (Epicentres): The local areas should include all the epicentres of the appropriate impacts;
- Principle 4 (Accountability): The local areas used in the assessment should comprise of the pre-existing economic or political geographies (community councils, local authorities, development agencies) to enhance accountability;
- Principle 5 (Understandable): The local areas should be defined in such a way that they are understandable to the communities they describe;
- Principle 6 (Connected Geography): The local area for the supply chain and investment impacts should consist of connected (including coastal) pre-existing economic or political geographies.

20. While the specific ports to be used are yet to be decided, a list of potential port locations which may be selected for the construction and/or O&M phases have been considered to identify the maximum design scenario. These are summarised in **Plate 18.1**. It is possible that other port locations not included in the list may ultimately end up being selected for the construction and/or O&M phases of the Project. However, it is likely that whichever ports are chosen will share similar characteristics to one or more of the port locations assessed in the EIA and, consequently, experience similar impacts.

21. A list of potential ports has been selected by the Applicant for three different types of port activity:

- Marshalling and assembly port: this activity will be more suited to a relatively large port with enough lay-down space to facilitate the storage, movement and partial assembly of large pieces of equipment. Impacts will be short-term in nature and concentrated during the construction phase.
- Marine operations base: this activity will be more suited to a smaller port located close to the windfarm (e.g. within 90 minutes transit time) for assembly and construction related activities with limited storage for key equipment. Impacts will be short-term in nature and concentrated during the construction phase; and
- O&M port: this will require a suitably located port from which day to day operations, including monitoring and maintenance, can be carried out. Impacts will be long-term in nature and happen during the O&M phase.

22. The economic impacts assessed include changes to GVA and employment, whilst many of the social impacts will be related to demographic changes, which in turn related to employment opportunities. Travel to Work Areas (TTWAs), as defined by the Office for National Statistics (ONS), are useful geographical regions that designate where most of the resident workforce both live and work. TTWAs have therefore been selected as the most appropriate local Study Area for evaluating economic impacts as any change in GVA and employment is likely to take place within each port location's TTWA.

23. Modifications to some of the TTWA local area boundaries have been made when appropriate to more accurately reflect the work and commute patterns of the population living in the local area. In particular, the Mull and Islay TTWA was not considered to be an appropriate local area for consideration of Port Ellen and Bendoran as potential port locations, since it is not practical to commute between islands. Instead, the data zone of Isle of Islay has been adopted as the appropriate local area for Port Ellen and the data zone of Isle of Mull has been adopted as the appropriate local area for Bendoran.

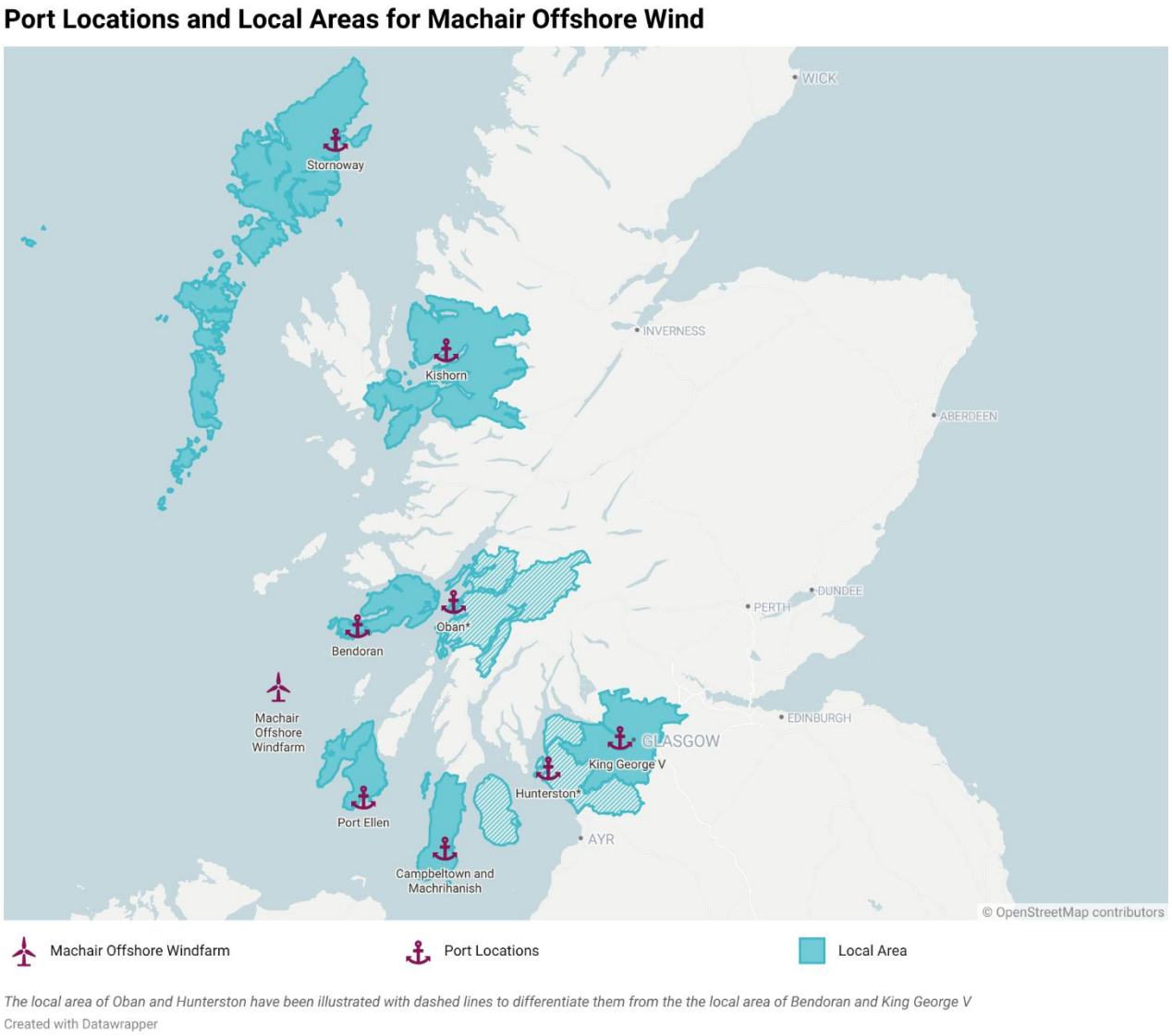

Plate 18.1 Port Locations and Local Areas for Machair Offshore Windfarm

18.5.1.2.1 Hunterston (Marshalling and Assembly, O&M)

24. Hunterston Port is located approximately 30 km southwest of Glasgow. The area has a long history with the energy sector, with nuclear power having historically been an important source of employment. The site is currently designated as an energy hub in the National Planning Framework due to its deep-water harbour, connection to the grid and potential to support marine technologies and hydrogen.

18.5.1.2.2 Kishorn (Marshalling and Assembly)

25. Kishorn Port, located in the northwest of Scotland, has a history dating back to the 1970s when it was heavily involved in the fabrication of oil rigs, however, these operations ceased in the 1980s and the Port closed. The port reopened in 2008 and now provides services for the offshore renewable energy sector, oil and gas decommissioning and aquaculture.

18.5.1.2.3 Stornoway/Arnish (Marshalling and Assembly)

26. Sheltered within Stornoway Harbour, Port of Arnish on the Isle of Lewis is located 4 km from Stornoway, the island's main town. The port was built in the 1970s as an extension of Stornoway Port and its fabrication yard was initially used by the oil and gas sector. However, the port is now currently positioned to take advantage of opportunities in renewable energy.

18.5.1.2.4 Bendoran (Marine Operations Base)

27. Bendoran is a small boatyard located in the southwest of the Isle of Mull, operated by South West Mull and Iona Development, a local community company. It currently serves as a watersports centre and community space, with approximately 2 acres of shoreside land. The boatyard is located in the TTWA that includes Mull, Islay and other nearby islands. However, long commute durations due to a reliance on ferry transportation from Islay and the other islands to Mull make this Travel to Work Area an unrealistic local area. Similarly, the distance from the northeast of the island means that a smaller study area has been chosen. Therefore, the local area for Bendoran consists of the south of Mull and the island of Iona.

18.5.1.2.5 Port Ellen (Marine Operations Base)

28. Port Ellen is a small port located in the south of the Isle of Islay, within the island's second largest town. Its waters host the CalMac ferry terminal, as well as a marina for smaller vessels. For the same reasons as Bendoran, namely long travel times between islands due to the reliance on ferry transportation, the local area for Port Ellen has been modified from the Travel to Work Area of Mull and Islay to only include the island of Islay to more accurately reflect work and commute patterns of the local population.

18.5.1.2.6 Oban (Marine Operations Base)

29. The busy port of Oban is located on the west coast in Argyll and Bute and acts as the main CalMac ferry terminal and one of the main logistics hubs for the Inner and Outer Hebrides. It also supports a fishing fleet, cruise ships and leisure tourism.

18.5.1.2.7 Campbeltown and Machrihanish (O&M)

30. Campbeltown Harbour is located in the southeastern corner of the Kintyre Peninsula in Argyll and Bute. It hosts a CalMac ferry terminal, a marina and quayside berths, and handles cargo such as timber as well as supporting fishing. The harbour previously acted as a transport hub for a wind turbine tower manufacturer.

18.5.1.2.8 King George V (O&M)

31. The King George V Dock is located in the east of Glasgow, bordering Renfrewshire, on the River Clyde. The dock was historically the centre of shipbuilding and cargo, however, in more recent times it has focused on handling cargo like grains, chemicals and industrial equipment and as a hub for onshore wind, importing and transporting over 1,200 wind turbines by 2025.

Table 18.5 Port Location Local Study Areas

Ports	Local Area	Geography Type
Marshalling and Assembly		
Hunterston	Kilmarnock and Irvine, Greenock	Travel to Work Areas
Kishorn	Broadford and Kyle of Lochalsh	Travel to Work Areas

Ports	Local Area	Geography Type
Stornoway/Arnish	Western Isles	Travel to Work Area
Marine Operations Base		
Bendoran (Mull)	South Mull and Iona	Data Zone
Oban	Oban	Travel to Work Area
Port Ellen (Islay)	Isle of Islay	Data Zone
O&M		
Campbeltown and Machrihanish	Campbeltown	Travel to Work Area
Hunterston	Kilmarnock and Irvine, Greenock	Travel to Work Areas
King George V	Glasgow	Travel to Work Area

18.5.2 Tourism Study Areas

32. Potential tourism impacts would arise if effects identified in other assessments led to changes in tourist behaviour, such as a change in visitor numbers and/or expenditure. The Study Area used for tourism impacts therefore aligns with the Study Area used in other relevant assessments:

- **Chapter 13: Shipping and Navigation; and**
- **Chapter 16: Seascape, Landscape and Visual Impacts; and**
- **Chapter 17: Infrastructure and Other Marine Users.**

33. On this basis, the following study areas have been identified:

- Colonsay and Oronsay;
- Islay;
- Jura; and
- Mull and Iona.

18.6 REALISTIC WORST-CASE SCENARIOS

34. The final design of the WDA will be confirmed during detailed engineering studies post-consent. To undertake a robust and precautionary impact assessment, the realistic worst-case design scenario (i.e., those that would cause the greatest impact) are derived from the Project Design Envelope (PDE); ensuring that all other design scenarios would have equal or less impact. Please see **Chapter 5 EIA Methodology** for further details on the design envelope approach.

35. The approach to assessing the worst-case scenario is different for the economic and social impact assessments. The economic impacts have been assessed on the basis that the lowest beneficial economic impacts will be experienced within the local areas of least sensitivity (i.e., local areas with the largest and most diversified economies).

36. Conversely, the social impacts have been assessed on the basis that the most adverse social impacts will be experienced within the local areas of greatest sensitivity (i.e., local areas with the smallest population). These local areas represent the worst-case scenario, since no other port would be expected to experience less beneficial economic / more adverse social impacts. As a result, different ports are chosen for each scenario. The realistic worst-case scenarios for the socio-economics assessment are summarised in **Table 18.6** below.

Table 18.6 Realistic worst-case scenarios for impacts on socio-economics

Impact	Realistic Worst-Case Scenario	Rationale
Construction		
Impact 1: Increase in Employment and GVA	Scotland and the UK The Applicant's SCDS outlines the cost assumptions for the Project, with expenditure differentiated by project stage and location, including Scotland and the rest of the UK. It sets out commitment and ambition scenarios, which reflect the Applicant's cost assumptions at the time the SCDS was published, taking account of known challenges and opportunities. For the purposes of the EIA, the commitment scenario has been used to inform the economic impact assessment as it presents a realistic case of the supply chain, notwithstanding changes to market conditions and the Project's characteristics arising since the SCDS was last updated in 2023. As the SCDS presents cost assumptions for the entirety of the Project, further assumptions have been applied to determine the share of expenditure associated with the WDA. During construction, the worst-case scenario is the scenario that results in the lowest beneficial economic impacts for Scotland and the UK. This is based on the Applicant's SCDS commitment scenario. While the construction phase will last five years, due to weather conditions the majority of activity is expected to take place over the summer months. Marshalling and Assembly Port/Marine Operations Base The Applicant has identified a list of potential locations that may be used as part of the construction of the WDA, either as a marshalling and assembly port, or as a marine operations base. The worst-case scenario will be the area that experiences the lowest economic impacts in relation to the size of the local economy; and which therefore has the largest baseline economy. On that basis, for the marshalling assembly port, the local area that is the least sensitive to change is expected to be Hunterston, given the size and diversity of the economy and its proximity to large population centres. The area that is most sensitive to change is expected to be Kishorn. Similarly, for the marine operations base the local area that is the least sensitive to change is expected to be Oban, given the larger population than other potential marine operations base	The worst-case scenario in Scotland and the UK is represented by the lowest expected spend. For the marshalling and assembly port and marine operations base, the local area with the largest, most diverse economy is expected to be the worst-case scenario, as it is the area that will experience the proportionally smallest change to its economy in terms of beneficial impacts.

Impact	Realistic Worst-Case Scenario	Rationale
	locations. The area that is most sensitive to change is expected to be Bendoran. Social impacts will result from the economic impacts, specifically the increase in employment. For adverse social impacts, the potential effect has been assessed based on the area that is most sensitive to change, which is generally the area that is most sensitive to economic impacts (i.e., Kishorn, Port Ellen). While the construction phase will last five years, due to weather conditions the majority of activity is expected to take place over the summer months.	
Impact 2: Impacts on Communities	If the WDA leads to a population change in the area around a marshalling and assembly port or marine operations base, this may have an impact on a community's demographic structure. This may be experienced as adverse by the community and the worst-case scenario is expected to be the area that has the smallest population, which will experience the largest proportional change. On this basis, for the marshalling assembly port the local area that is the most sensitive to change is expected to be Kishorn. Similarly, for the marine operations base the local area that is the most sensitive to change is expected to be Bendoran.	The local area that has the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest proportional increase in population.
Impact 3: Changes in Housing	The WDA has the potential to have an impact on the housing sector if people move to a local area around a marshalling and assembly port or marine operations base to take up the employment opportunities available. This may be experienced as an adverse effect if there is limited capacity for an area's housing sector to respond to an increase in demand for housing. The worst-case scenario is expected to be the area that has the smallest population, which will experience the largest proportional change in housing demand. On this basis, for the marshalling assembly port the local area that is the most sensitive to change is expected to be Kishorn. Similarly, for the marine operations base the local area that is the most sensitive to change is expected to be Bendoran.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest proportional increase in housing demand.

Impact	Realistic Worst-Case Scenario	Rationale
Impact 4: Changes to Labour Market	The WDA has the potential to have an impact on the labour market as workers on the WDA either move to a local area around a marshalling and assembly port or marine operations base or move from other sectors of the economy. This may be experienced as an adverse effect if changes in an area's labour market affect the ability of some sectors to attract or retain workers. The worst-case scenario is expected to be the local area that has the smallest workforce, which would experience the largest proportional increase in demand for labour. On this basis, for the marshalling assembly port the local area that is the most sensitive to change is expected to be Kishorn. Similarly, for the marine operations base the local area that is the most sensitive to change is expected to be Bendoran.	The local area with the smallest workforce is expected to be the worst-case scenario, as it is the area that will experience the largest proportion increase in demand for labour.
Impact 5: Changes to Infrastructure and Local Services	The WDA has the potential to affect local infrastructure such as ferries, if it leads to an increase in demand for ferries. Island communities will be particularly sensitive given their reliance on ferries for supplies, such as food and medicine, as well as visitors. On this basis, for the marshalling and assembly port, the area that is most sensitive to change is Stornoway/Arnish. Similarly, for the marine operations base the local area that is the most sensitive to change is expected to be Port Ellen.	The local area that is most reliant on the ferry and where the ferry has the least capacity to absorb change is expected to be the worst-case scenario.
Impact 6: Impacts on Habitability	If the WDA leads to a population change in the local area around a marshalling and assembly port or marine operations base, this may have an impact on the habitability of a local area. Island communities may be particularly sensitive, given geographic separation from the wider region in which they are located. This may be experienced as beneficial if it improves a community's sustainability (for example filling employment vacancies). The worst-case scenario is expected to be the local area that has the smallest population size, which will experience the largest proportional increase in population. On this basis, for the marshalling assembly port the local area that is the most sensitive to change is expected to be Kishorn.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area will experience the largest change in population which will have the biggest impact on habitability.

Impact	Realistic Worst-Case Scenario	Rationale
	Similarly, for the marine operations base the local area that is the most sensitive to change is expected to be Bendoran.	
Impact 7: Inter-connecting Influence on Other Places	The WDA has the potential to benefit parts of Scotland outwith the local areas via the creation of economic opportunities, including supply chain opportunities. The worst-case scenario is one that sees the lowest positive economic impacts in areas of Scotland outwith the marshalling and assembly port and marine operations base for the Project. This is represented by the choice of Hunterston as the marshalling and assembly port and Oban as the marine operations base and usage of the wider Scottish supply chain in line with the Applicant's SCDS commitment scenario.	The ports selected have the highest local impact, which will result in the lowest spend in the rest of Scotland. This therefore results in the in the smallest positive economic impacts outwith the selected ports and thus represents the worst-case scenario.
Impact 8: Socio-cultural Effects	If the WDA leads to a population change in the local area around a marshalling and assembly port or marine operations base, this may have an impact on community wellbeing, including quality of life and community cohesion. This impact is expected to be affected by the increase in transient workers. This may be experienced as adverse by the community and the worst-case scenario is expected to be the local area that has the smallest population, resulting in the biggest proportional change. On this basis, for the marshalling assembly port the local area that is the most sensitive to change is expected to be Kishorn. Similarly, for the marine operations base the local area that is the most sensitive to change is expected to be Bendoran.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area will experience the largest proportional change in population due to transient workers, which drive the socio-cultural impacts.
Impact 9: Changes to Tourism	The assessment of socio-economic effects arising from any changes to visitor behaviour on tourism has been based on the findings of the seascape, landscape and visual impact assessment (**Chapter 16 Seascape, Landscape and Visual Impact Assessment**).	Changes to visitor behaviour may occur if an area is reliant on environmental conditions that are affected by the WDA.
Impact 10: Changes to Commercial Fisheries	The assessment of socio-economic effects arising from any changes to commercial fisheries has been based on the findings of the commercial fisheries assessment (**Chapter 12 Commercial Fisheries**).	May lead to reduced activity associated with commercial fisheries.
Impact 11: Changes to Shipping and Marine	The assessment of socio-economic effects arising from any changes to shipping and marine navigation has been based on the findings of the shipping and navigation assessment (**Chapter 13**	May lead to changes in behaviour in these sectors, though this is likely to be mitigated by

Impact	Realistic Worst-Case Scenario	Rationale
Recreation	**Shipping and Navigation**), taking account of embedded commitments.	embedded commitments.
Impact 12: Impact on Whisky Sector	There may be short-term disruption to the whisky industry if there is increased competition for resources, such as workers and port space. Alternately if investment increases capacity, this may remove barriers to growth for the whisky industry. The worst-case scenario will be represented by the local area with the greatest number of established whisky distilleries, as indicated by the share of the workforce employed in the whisky industry. On this basis, for the marine operations base this would be Port Ellen.	The local area with the largest whisky sector as a share of employment would be most sensitive to changes in demand for labour and other resources.
Impact 13: Impact on Crofting	Crofting is an important part of life in many rural and island communities. The WDA has the potential to interact with crofting communities, who are a valuable part of the workforce. All local areas that have crofting communities are considered to be the worst-case scenario, including the local areas for Stornoway/Arnish, Kishorn, Port Ellen, Bendoran and Oban.	All local areas with crofting communities are considered to be the worst-case scenario, since they are likely to experience similar impacts.
O&M		
Impact 1: Increase in Employment and GVA	Scotland and the UK The Applicant's SCDS outlines the cost assumptions for the Project, with expenditure differentiated by project stage and location, including Scotland and the rest of the UK. It sets out commitment and ambition scenarios, which reflect the Applicant's cost assumptions at the time the SCDS was published, taking account of known challenges and opportunities. For the purposes of the EIA, the commitment scenario has been used to inform the economic impact assessment as it presents a realistic case of the supply chain, notwithstanding changes to market conditions and the Project's characteristics arising since the SCDS was last updated in 2023. As the SCDS presents cost assumptions for the entirety of the Project, further assumptions have been applied to determine the share of expenditure associated with the WDA. On this basis, the lowest economic impact and worst-case scenario would be represented by usage of the Scottish and UK supply chain in line with the Applicant's SCDS commitment scenario. O&M Port The Applicant has identified a list of potential ports that may be used as O&M ports.	The worst-case scenario in Scotland and the UK is represented by the SCDS commitment scenario, which represents the lowest expected spend. For the O&M port, the local area with the largest, most diverse economy is expected to be the worst-case scenario, as it is the area that will experience the proportionally smallest change to its economy.

Impact	Realistic Worst-Case Scenario	Rationale
	The worst-case scenario will be the local area that experiences the lowest economic impacts in relation to the size of their economy. In practice this will be the location that is the least sensitive to change. On that basis, for the operations and maintenance port the local area that is the least sensitive to change is expected to be King George V Dock, given the size and diversity of the economy and its proximity to large population centres. The port local area that will be most sensitive to change will Campbeltown and Machrihanish Social impacts will result from the economic impacts, specifically the increase in employment. For adverse social impacts the potential effect has been assessed based on the area that is most sensitive to change, which is generally the area that is most sensitive to economic impacts (i.e., Campbeltown and Machrihanish).	
Impact 2: Impacts on Communities	If the WDA leads to a population change in the local area around an O&M port this may have an impact of communities' sustainability and demographic structure. This may be experienced as an adverse effect by the community and the worst-case scenario is expected to be the local area most sensitive to change. On this basis, the local area that is the most sensitive to change is expected to be Campbeltown and Machrihanish.	The local area that has the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest proportional increase in population.
Impact 3: Changes in Housing	The WDA has the potential to have an impact on the housing sector as workers on the WDA move to a local area around an O&M port. This may be experienced as an adverse effect if there is limited capacity for a local area's housing sector to respond to an increase in demand for housing. The worst-case scenario is expected to be the local area with the smallest population, which will experience the largest proportional change in housing demand. On this basis, the local area that is most sensitive to change would be Campbeltown and Machrihanish.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest proportional increase in housing demand.

Impact	Realistic Worst-Case Scenario	Rationale
Impact 4: Changes to Labour Market	The WDA has the potential to have an impact on the labour market as workers on the WDA either move to a local area around an O&M port or move from other sectors of the economy. This may be experienced as an adverse effect if changes in a local area's labour market affect the ability of some sectors to attract or retain workers. The worst-case scenario is expected to be the local area that has the smallest workforce, which would experience the largest proportional increase in demand for labour. On this basis, the local area that is the most sensitive to change is expected to be Campbeltown and Machrihanish.	The local area with the smallest workforce is expected to be the worst-case scenario, as it is the area that will experience the largest proportion increase in demand for labour.
Impact 5: Changes to Infrastructure and Local Services	The WDA has the potential to affect local infrastructure such as ferries, if it leads to an increase in demand for ferries. Island communities will be particularly sensitive given their reliance on ferries for supplies, such as food and medicine, as well as visitors. On this basis, for the O&M port, the area that is most sensitive to change is Campbeltown and Machrihanish.	The local area that is most reliant on the ferry and where the ferry has the least capacity to absorb change is expected to be the worst-case scenario.
Impact 6: Impacts on Habitability	If the WDA leads to a population change in the local area around an O&M port, this may have an impact on the habitability of a local area. This may be experienced as a beneficial effect if it improves a community's sustainability (for example filling employment vacancies). The worst-case scenario is expected to be the local area that has the smallest population size, which will experience the largest proportional increase in population. On this basis, the local area that is the most sensitive to change is expected to be Campbeltown and Machrihanish.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest change in population, which will have the biggest impact on habitability.
Impact 7: Inter-connecting Influence on Other Places	The WDA has the potential to benefit parts of Scotland outwith the local areas via the creation of economic opportunities, including supply chain opportunities. The worst-case scenario will be when there are the lowest positive impacts. The impacts on the wider supply chain would be associated with the lowest spend in Scotland, in line with supply chain utilisation set out in the Applicant's SCDS's commitment scenario.	The ports selected have the highest local impact, which will result in the lowest spend in the rest of Scotland. This therefore results in the smallest positive economic impacts on other places outwith the selected ports and thus represents the worst-case scenario.

Impact	Realistic Worst-Case Scenario	Rationale
Impact 8: Socio-cultural Effects	If the WDA leads to a population change in the local area around an O&M port, this may have an impact on community wellbeing, including quality of life and community cohesion. This may be experienced as an adverse effect by the community and the worst-case scenario is expected to be the area that has the smallest population, resulting in the biggest proportional change. On this basis, the local area that is the most sensitive to change is expected to be Campbeltown and Machrihanish.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area which will experience the largest proportional change in population, leading to socio-cultural impacts.
Impact 9: Changes to Tourism	The assessment of socio-economic effects arising from any changes to visitor behaviour on tourism has been based on the findings of the seascape, landscape and visual impact assessment (**Chapter 16 Seascape, Landscape and Visual Impact Assessment**).	Changes to visitor behaviour may occur if an area is reliant on environmental conditions that are affected by the WDA.
Impact 10: Changes to Commercial Fisheries	The assessment of socio-economic effects arising from any changes to commercial fisheries has been based on the findings of the commercial fisheries assessment (**Chapter 12 Commercial Fisheries**).	May lead to reduced activity associated with commercial fisheries.
Impact 11: Changes to Shipping and Marine Recreation	The assessment of socio-economic effects arising from any changes to shipping and marine navigation has been based on the findings of the shipping and navigation assessment (**Chapter 13 Shipping and Navigation**), taking account of embedded commitments	May lead to changes in behaviour in these sectors, although this is likely to be mitigated by embedded commitments.
Impact 12: Impact on Whisky Sector	There may be disruption to the whisky industry if there is increased competition for resources, such as workers and port space. The worst-case scenario will be represented by the local area with the greatest number of established whisky distilleries, as indicated by the share of the workforce employed in the whisky industry. On this basis, the local area that is most sensitive would be Campbeltown and Machrihanish.	The local area with the largest whisky sector as a share of employment would be most sensitive to changes in demand for labour and other resources.
Impact 13: Impact on Crofting	Crofting is an important part of life in many rural and island communities. The WDA has the potential to interact with crofting communities, who are a valuable part of the workforce. As Campbeltown and Machrihanish is the only local area with a crofting community that has potential to host an O&M port, it is the worst-case scenario.	Campbeltown and Machrihanish is the only potential O&M local area with a crofting community.

Impact	Realistic Worst-Case Scenario	Rationale
Decommissioning		
Impact 1: Increase in Employment and GVA	Scotland and the UK During the decommissioning phase, which is expected to take place in the 2060s or 2070s, the worst-case scenario will be represented by the scenario where the economic impact will be lowest. This is based on industry estimates of the share of decommissioning spend that could be secured in Scotland and the UK. Decommissioning Port Localised economic impacts will occur if a decommissioning port is selected (and impacts are concentrated in one place), and the worst-case scenario will result from the lowest economic impacts. This will likely take place at a relatively large port, and therefore it has been assumed that they would take place at one of the potential marshalling and assembly ports. The port local area associated with the largest workforce is Hunterston, which is considered the worst-case scenario.	The worst-case scenario in Scotland and the UK is represented by the lowest expected spend. For the decommissioning port, the local area with the largest, most diverse economy is expected to be the worst-case scenario, as it is the area that will experience the proportionally smallest change to its economy.
Impact 2: Impacts on Communities	Impacts on communities will occur if a decommissioning port is selected, particularly if this results in an increase in transient workers. It has been assumed that they would take place at one of the potential marshalling and assembly ports. The worst-case scenario would be the local area that is most sensitive to change, which is expected to be Kishorn.	The local area that has the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest proportional increase in population.
Impact 3: Changes in Housing	Changes to the housing market will occur if a decommissioning port is selected (and impacts are concentrated in one place). It has been assumed that they would take place at one of the potential marshalling and assembly ports. The worst-case scenario would be the local area with the smallest population, which will experience the largest proportional change in housing demand, which is expected to be Kishorn.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area that will experience the largest proportional increase in housing demand.
Impact 4: Changes to Labour Market	Changes to the labour market will occur if a decommissioning port is selected. It has been assumed that they would take place at one of the potential marshalling and assembly ports. The worst-case scenario would be the local area that is most sensitive to change, which is	The local area with the smallest workforce is expected to be the worst-case scenario, as it is the area that will experience the largest

Impact	Realistic Worst-Case Scenario	Rationale
	expected to be Kishorn.	proportion increase in demand for labour.
Impact 5: Changes to Infrastructure and Local Services	Changes to the demand for ferries will occur if a decommissioning port is selected. It has been assumed that they would take place at one of the potential marshalling and assembly ports. The worst-case scenario would be the area most reliant on the ferry, which is expected to be Stornoway/Arnish.	The local area that is most reliant on the ferry and where the ferry has the least capacity to absorb change is expected to be the worst-case scenario.
Impact 6: Impacts on Habitability	Impacts on habitability will occur if a decommissioning port is selected. It has been assumed that they would take place at one of the potential marshalling and assembly ports. The worst-case scenario would be the local area that is most sensitive to change, which is expected to be Kishorn.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area will experience the largest change in population which will have the biggest impact on habitability.
Impact 7: Inter-connecting Influence on Other Places	The WDA has the potential to benefit parts of Scotland outwith the local areas, arising from economic opportunities, including supply chain opportunities. The worst-case scenario will be when there are the lowest positive impacts. The impacts on the wider supply chain would be associated with the lowest spend in Scotland.	The worst-case scenario will be where there is the lowest spending taking place in Scotland.
Impact 8: Socio-cultural Effects	Socio-cultural effects will occur if a decommissioning port is selected. It has been assumed that they would take place at one of the potential marshalling and assembly ports. The worst-case scenario would be the local area that has the smallest population, resulting in the biggest proportional change, which is expected to be Kishorn.	The local area with the smallest population is expected to be the worst-case scenario, as it is the area will experience the largest proportional change in population due to transient workers, which drive the socio-cultural impacts.
Impact 9: Changes to Tourism	The assessment of socio-economic effects arising from any changes to visitor behaviour on tourism has been based on the findings of the seascape, landscape and visual impact assessment (**Chapter 16 Seascape, Landscape and Visual Impact Assessment**).	Changes to visitor behaviour may occur if an area is reliant on environmental conditions that are affected by the WDA.
Impact 10: Changes to Commercial Fisheries	The assessment of socio-economic effects arising from any changes to commercial fisheries has been based on the findings of the commercial fisheries assessment **Chapter 12 Commercial Fisheries**.	May lead to reduced activity associated with commercial fisheries.
Impact 11: Changes to	The assessment of socio-economic effects arising from any changes to shipping and marine	May lead to changes in behaviour in these

Impact	Realistic Worst-Case Scenario	Rationale
Shipping and Marine Recreation	navigation has been based on the findings of the shipping and navigation assessment (**Chapter 13 Shipping and Navigation**), taking account of embedded commitments.	sectors, though this is likely to be mitigated by embedded commitments.
Impact 12: Impact on Whisky Sector	None of the ports selected for manufacturing and assembly are strongly associated with the whisky sector and therefore no impact on the whisky sector has been assessed for the decommissioning phase.	The local area with the largest whisky sector as a share of employment would be most sensitive to changes in demand for labour and other resources.
Impact 13: Impact on Crofting	Crofting is an important part of life in many rural and island communities. The WDA has the potential to interact with crofting communities, who are a valuable part of the workforce. All areas that have crofting communities are considered to be the worst-case scenario, which includes Stornoway/Arnish and Kishorn.	All local areas with crofting communities are considered to be the worst-case scenario, since they are likely to experience similar impacts.

18.7 EXISTING ENVIRONMENT

18.7.1 Existing Baseline

37. This section presents a summary of the baseline conditions in Scotland and the UK, and at a selection of potential port locations. A more detailed baseline is presented in **Appendix 18.1 Socio-economics Technical Report**.

18.7.1.1 Scotland and the UK

18.7.1.1.1 Population

38. In 2023, the population of Scotland was almost 5.5 million (National Records of Scotland, 2024a), equivalent to 8.0% of the UK's population of 68.3 million (ONS, 2024). Scotland's share of the population who are of working age (63.4%) is similar to that of the UK (62.8%).

18.7.1.1.2 Labour Market and Employment

39. In 2023, there were 2.7 million jobs in Scotland, equivalent to 8.2% of all jobs in Great Britain (GB) (ONS, 2025f).

40. Between 2000 and 2023, the number of jobs in the UK increased by an average 1% per annum (IMF, 2025).

41. Employment in electricity, gas, steam and air conditioning supply sectors in Scotland (20,000 job) was 16.9% of GB's employment in the sector, reflecting a proportionately larger renewable energy sector in Scotland (ONS, 2025f).

42. Sectors relevant to the construction phase include construction (136,000 jobs or 8.6% of GB employment in the sector), manufacturing (178,000 jobs or 7.5% of GB employment in the sector), transportation and storage (119,000 jobs or 7.5% of GB employment in the sector) and mining and quarrying (25,000 jobs or 54.3% of GB employment, reflecting Scotland's oil and gas employment) (ONS, 2025f).

18.7.1.1.3 Annual Economic Output

43. The Project will contribute to the Scottish and UK economies during all phases, and its contribution to economic output has been measured in GVA. In 2023, the total economic output of the Scottish and UK economies was (ONS, 2025b):

- £168.2 billion GVA in Scotland; and
- £2,273 billion GVA in the UK.

44. Gross Domestic Product (GDP) is another measure of total economic output. A commonly used measure of economic growth is change in GDP per capita. Between 2000 and 2024, the average level of GDP per capita growth in the UK was 1% per annum (ONS, 2025a).

18.7.1.2 Local Socio-economic Study Areas

45. Baseline data (population, employment and employment in the construction sector) for the Local Study Areas of the different potential port locations is presented in **Table 18.7**, including the change in population since 2002.

Table 18.7 Potential Port Locations Local Areas Baseline

Ports	Population (% growth since 2002)	Employment	Construction Employment
Marshalling and Assembly			
Hunterston	283,697 (-2.4%)	101,240	4,950
Kishorn	7,236 (7.0%)	3,515	150
Stornoway/Arnish	26,120 (-0.9%)	11,610	700
Marine Operations Base			
Bendoran	1,282 (9.9%)	870	~10
Oban	16,494 (7.4%)	8,550	600
Port Ellen	3,183 (-8.7%)	1,585	105
O&M			
Campbeltown and Machrihanish	7,430 (-9.0%)	3,000	100
Hunterston	283,697 (-2.4%)	101,240	4,950
King George V	1,306,588 (7.0%)	684,750	33,000

18.7.1.3 Local Tourism Study Areas

18.7.1.3.1 Overview

46. As part of **Chapter 16 Seascape, Landscape and Visual Impact Assessment**, significant effects were identified on Colonsay, Islay, Jura and Mull and Iona. Therefore, the tourism baseline considers each of these areas, which are all in Argyll and Bute.

47. Between 2022 and 2024, there were an average of 407,500 domestic overnight visitors to Argyll and Bute, spending £119.9 million (Kantar TNS, 2025) and 135,500 international visitors, spending £73.4 million (ONS, 2025a). In Scotland as a whole there were an average of 12.1 million domestic overnight visitors, spending £3.3 billion, and 3.9 million international visitors, spending £3.9 billion. This means that Argyll and Bute accounts for 3.4% of domestic visitors and 3.7% of domestic visitor spending in Scotland, and 3.5% of international visitors and 2.0% of international visitor spending.

48. Evidence from the 2023 Scotland Visitor Survey (VisitScotland, 2024) suggests that a high proportion of visitors to the Isles are repeat visitors (as high as 69%) and that a higher proportion are older independents or of retirement age (83%), although some care should be taken in assessing the results given the small sample size. In addition, many of the visitors spent time elsewhere in Scotland, with an average stay of 3.5 days in Argyll and the Isles out of a total trip length of 11 days.

18.7.1.3.2 Colonsay and Oronsay

49. Colonsay is a small island to the north of Islay in the Atlantic Ocean, with a neighbouring smaller island of Oronsay to its south. It is accessible by ferry from Oban or Port Askaig on Islay, or via Hebridean Air Services flight from Oban or Tiree. In 2022, there were 117 people living on the island of Colonsay (Argyll and Bute Council, 2024), with the main settlement being Scalasaig on the east coast, where the ferry comes ashore.

50. In 2024, there were 12,396 carryings on the Oban to Colonsay ferry, though this does not include passengers transiting from or via Islay (CalMac, 2026). Visitors to the island, many of whom are repeat visitors, are attracted by a number of key features, including its wildlife, local heritage, regular events such as the Colonsay Food and Drink Festival, beaches, including Kiloran Bay, and scenery, with numerous walks and opportunities to cycle (VisitColonsay, 2026). Colonsay has 30 self-catering holiday cottages, bed and breakfasts (B&Bs), a small hotel, a hostel and a small campsite. Oronsay, which is accessible from Colonsay by a causeway at low tide, is tenanted by the Royal Society for the Protection of Birds (RPSB) which manages the island as a nature reserve. It is also hosts the ruins of an Augustinian monastery.

18.7.1.3.3 Islay

51. Islay is a large island accessible from the Scottish mainland by ferry from Kennacraig in Kintyre, with sailings to Port Ellen and Port Askaig. It has a population of around 3,200. The largest settlement is Port Ellen in the south of the island

52. In 2024, there were 209,226 carryings on the Kennacraig to Islay ferries (CalMac, 2026) and there were 30,535 flights to and from the island (Civil Aviation Authority, 2025). Assuming that this captures both inbound and outbound passengers, this suggests that there are around 120,000 trips to the island each year (though this will include people who live there).

53. Visitors to the island are attracted by a number of key features (Islay Development Initiative, 2026), with the most important being the presence of whisky distilleries such as Ardbeg, Ardnahoe, Bowmore, Bruichladdich, Bunnahabhain, Caol Ila, Kilchoman, Lagavulin, Laphroaig and Port Ellen. Other attractions include wildlife (such as bird-watching and marine boat tours) and heritage, including Finlaggan (historic seat of the MacDonald clan), museums and golf. Activities such as walking, cycling and watersports, particularly from the island's sandy beaches, are also important to the island. There is a range of accommodation, including luxury accommodation for the international market.

18.7.1.3.4 Jura

54. The island of Jura is located to the north and east of Islay and is reached by ferry from Port Askaig on Islay and from Tayvallich on the Knapdale Peninsula. In 2022, the total population was 258 (Argyll and Bute Council, 2024), with the main settlement being Craighouse to the south of the island across from the Kintyre Peninsula. The island's southwestern shore is predominantly mountainous and difficult to access.

55. Visitors to the island are attracted by several key features (Isle of Jura, 2026), including the island's famous whisky distillery (the island also produces rum and gin), natural features such as the Paps of Jura (a line of three mountains) and the Correyvreckan Whirpool, wildlife (including a large deer population), the historical connection to George Orwell (who wrote part of 1984 on the island) and festivals such as the Jura Music Festival. Accommodation includes the Jura Hotel, as well as a number of self-catering cottages, B&Bs and a campsite, which are predominantly located on the island's southeastern shore. Ferry passenger numbers from Port Askaig and Tayvallich are not publicly available.

18.7.1.3.5 Mull and Iona

56. Mull is a large Scottish island with a population of around 3,000, with the main settlement of Tobermory in the north. Access is primarily via the ferry from Oban to Craignure, with additional ferries from Lochaline to Fishnish and Kilchoan to Tobermory. The small island of Iona is located off

Mull's southwestern tip and has a population of 178 (Argyll and Bute Council, 2024) and access is via the ferry from Fionnphort.

57. In 2024, there were 552,480 carryings between Oban and Craignure, as well as 148,671 between Fishnish and Lochaline and 41,771 between Tobermory and Kilchoan (CalMac, 2026). Assuming that this captures both inbound and outbound passengers, this suggests that there are around 276,000 trips to the island each year (although this will include people who live there). Visitors to Mull are attracted by a number of key features (Marketing Mull and Iona, 2026), including wildlife, such as white-tailed eagles, golden eagles and puffins, boat tours to see marine life such as minke whales and dolphins, sites such as Duart Castle and Fingal's Cave on Staffa ,which is accessible via boat from Mull, scenery (including mountains and bays) and Tobermory, which has a popular whisky distillery and a nearby dairy farm producing cheese. There is a range of accommodation, including campsites, hotels, hostels, self-catered accommodation and B&Bs.

58. In 2024, there were 220,969 carryings from Fionnphort to Iona (CalMac, 2026). Assuming that this captures both inbound and outbound passengers, this suggests that there are around 110,000 trips to Iona each year (though this will include people who live there). Visitors to Iona are attracted by a number of key features (Marketing Mull and Iona, 2026) including the remoteness of Iona, the island's history in Scotland's early Christianity (particularly the Iona Abbey) and the island's coastline, including a number of beaches. The majority of visitors are day visitors, and there are limited accommodation options for overnight visitors.

18.7.2 Predicted Future Baseline

59. Based on the population projections for 2022, Scotland's population is expected to increase by 5.1% by 2043 (National Records of Scotland, 2024b), while the population of the UK is expected to increase by 10.7% (ONS, 2023). The share of the population aged 16-64 is expected to fall from 63.4% to 61.1% (representing a total increase of 45,000 people, given the projected overall increase in population), while the UK's share of population aged 16-64 is expected to fall to 62.2% (representing an increase of 4.1 million people).

60. Both the UK Government and the Scottish Government have committed to maximising the economic impact of offshore wind. The UK Government's policies outlined in their Modern Industrial Strategy (UK Government, 2025a) include increased investment into ports, while the Scottish Government (through the Offshore Wind Policy Statement (Scottish Government, 2020)) has committed to supporting domestic supply chains and maximising opportunities for employment from offshore wind development. A successful delivery of the commitments would result in growth in the labour market and supply chain activity in the sectors relevant to offshore wind.

18.7.2.1.1 Offshore Wind Sector

61. To deliver the 50 GW target of offshore capacity by 2030, there will be a substantial increase in demand for people and skills (UK Government, 2020). The Offshore Wind Industry Council (OWIC) predicts that there will be 104,401 direct and indirect jobs supported by the offshore wind industry by 2030, marking a significant increase of nearly 225% from the 32,257 jobs recorded at the beginning of 2023 (Offshore Wind Industry Council, 2023).

62. Ports will play a central role in deploying offshore wind across Scotland and the UK, and this will involve increasing their capacity to marshal and assemble large pieces of equipment and accommodate the large vessels required to move them out to the required locations (Crown Estate

Scotland, 2020). This infrastructure will be needed over the long-term and could serve multiple functions, including decommissioning.

18.7.3 Data Limitations and Assumptions

63. Due to the relatively small areas surrounding ports considered for use by the WDA, there is limited data on some socio-economic conditions, e.g. wages, unemployment and economic activity.

18.8 MITIGATION AND ENHANCEMENT MEASURES

18.8.1 Socio-Economic Action Plan

64. A Socio-economic Action Plan (SEAP) has been developed to support the delivery of positive outcomes identified in activity related to the WDA.

65. The SEAP is submitted as a supporting document to the consenting applications and sets out how the Applicant will develop, construct and operate the WDA in a way that maximises socio-economic benefits for the host island communities, Argyll and Bute, the West of Scotland and Scotland more broadly. It includes specific actions aimed at enhancing opportunities for local communities and businesses. The SEAP is therefore relevant to consider alongside, but does not form part of, this EIAR.

66. The SEAP is structured around five interlinked outcomes that represent the economic and social value the WDA seeks to deliver at national, regional and community levels. These outcomes are focused on:

- Maximising opportunities for Scottish businesses within the supply chain;
- Enhancing local employment opportunities, particularly at ports;
- Contributing to placemaking through infrastructure investment;
- Supporting regional economic development and
- Acting as a good neighbour to host communities.

67. The actions emphasise **stakeholder collaboration**, working closely with communities, businesses and key regional and national stakeholders to unlock the full socio-economic value of offshore wind for Scotland. This includes addressing potential challenges, such as infrastructure and housing, as well as competition for shared resources such as access to ports.

68. The SEAP seeks to maximise **local economic benefit** by retaining economic value within Scotland, with a particular focus on communities in proximity to the Project and port infrastructure. The SEAP is designed to **align with national policy objectives** and local development plans, contributing to Scottish Government ambitions for a just transition and inclusive economic growth through renewable energy development.

69. A strong focus is placed on **Scottish supply chain investment**, with the aim of stimulating growth and increasing participation across all phases of the project lifecycle. This is aligns with the Project's SCDS, which will be updated in 2026 to reflect the SEAP actions. **Skills and employment development** are central to the SEAP, with measures to address industry-wide skills shortages through the provision of accessible training, apprenticeships and graduate opportunities internally and in the wider supply chain. In addition, the SEAP promotes **educational engagement**, working in partnership with local and regional educational institutions to raise awareness of offshore wind careers and inspire the next generation of the Scottish renewable energy workforce.

18.8.2 Embedded Mitigation

70. This section outlines the embedded mitigation relevant to the socio-economics assessment (as shown in **Table 18.8** below). Where additional mitigation measures are required to mitigate potentially significant effects (in EIA terms), these are detailed in the impact assessment.

Table 18.8 Embedded mitigation measures for socio-economics

ID	Parameter	Description of Mitigation Measure	Securing Mechanism
M-44	Community Engagement Manager	Employment of a Community Engagement Manager, to develop long-term relationships with local communities. They will act as a bridge between local communities and the Applicant and its contractors, and ensure that concerns are addressed and social disruptions are minimised.	Committed to within the **Socio-economic Action Plan**. The Applicant has already employed a Local Community Engagement Manager and will continue to do so.
M-45	Skills Strategy	Development of a skills strategy to expand the local workforce with relevant skills, in co-ordination with education providers.	Engagement with local, regional and national skills providers. Committed to within the **Socio-economic Action Plan**.

18.9 APPROACH TO ASSESSMENT

71. As noted above, this topic chapter considers the WDA Study Area and existing environment only. A combined assessment of the construction, O&M and decommissioning of the WDA activities, Offshore ECC and OnTDA activities (commensurate with the level of detail that is available at the time of carrying out that assessment) is also provided and the methodology for this is described in **Section 18.9.2**. This approach will ensure a holistic view is undertaken of the entire Project.

18.9.1 Windfarm Development Area-Alone

18.9.1.1 Methodology

72. **Chapter 5 EIA Methodology** provides a summary of the general impact assessment methodology applied in this WDA EIAR. The assessment uses the conceptual 'source-pathway-receptor' model. The model identifies potential impacts resulting from the proposed activities on the environment and sensitive receptors within it. This includes economic impact, social impact and tourism impacts, as well as impacts that will be informed by other chapters, such as shipping and navigation and commercial fisheries.

18.9.1.1.1 Economic Impact Assessment Methodology

73. The economic impacts considered for each Study Area and are reported in terms of:

- GVA: this is a measure of economic output, the economic value added by an organisation, industry or region and is typically estimated by subtracting the non-staff operational costs from the turnover of an organisation;
- Years of Employment: this is a measure of employment which is equivalent to one person being employed for a year and is typically used when considering short-term employment impacts, such as those associated with the construction employment; and
- Employment (Jobs): a measure of employment which considers the headcount employment in an organisation or industry.

74. The economic impact assessment considers the direct impact of spending on Tier 1 suppliers as well as the indirect effect (spending in their supply chain). In addition to this, the assessment also considers the effects of staff spending and the economic impact that this subsequent increase in demand stimulates (the induced effect).

75. Deadweight (what would have happened without the Project), leakage (economic impacts occurring outside of Study Areas considered) and displacement (economic activity that is being displaced by the Project) have been considered and are discussed in **Appendix 18.1 Socio-economics Technical Report**.

76. The Project will include the marshalling and assembly of equipment, including wind turbines, as well as the construction and installation of new inter-array and interconnector cabling. The analysis for the Project covers three phases:

- Construction (including development, manufacturing and fabrication, and installation);
- O&M; and
- Decommissioning.

77. In addition to impacts at the Scottish and UK level, **Appendix 18.1 Socio-economics Technical Report** sets out the economic impacts that are expected to take place at the marshalling assembly port, the marine operations base, and the O&M port, for each of the potential locations identified. These assessments have been based on the capacity of each location to accommodate increased employment.

78. In addition, the assessment considers potential impacts on the labour market from large increases in employment and the extent to which they may disrupt other employers in the area, through displacement of existing workers. It also considers interconnecting influence on other places, for example through economic impacts taking place elsewhere in Scotland and the UK.

79. The economic impacts assessed include:

- Impact 1: Increase in Employment and GVA;
- Impact 4: Changes to Labour Market;
- Impact 7: Interconnecting Influence on Other Places;
- Impact 9: Changes to Tourism;
- Impact 10: Changes to Commercial Fisheries;
- Impact 11: Changes to Shipping and Marine Recreation;
- Impact 12: Impact on Whisky Sector; and
- Impact 13: Impact on Crofting.

18.9.1.1.2 Social Impact Assessment Methodology

80. As well as generating economic impacts in each of the socio-economic Study Areas considered, the Project may have social impacts on the communities where economic activity takes place. These will include:

- Impact 2: Impacts on Communities;
- Impact 3: Changes in Housing;
- Impact 5: Changes to Infrastructure and Local Services;
- Impact 6: Impacts on Habitability; and
- Impact 8: Socio-cultural Effects.

81. How an area experiences impacts will be determined by a variety of characteristics, such as its size and existing demographic structure and the ability of certain sectors to respond to change (e.g. housing). The size of social impacts will be determined based on the size of any increase in population, as well as the nature of that population (e.g. permanent/transient).

82. This is expected to vary depending on the different phases considered, e.g. construction compared to O&M, as well as the different Study Areas that are being considered, i.e. island communities compared to larger settlements and their travel to work areas.

18.9.1.1.3 Tourism Impact Assessment Methodology

83. Impacts will occur on tourism and recreation receptors if they are sensitive to changes in environmental factors that will occur as a result of the Project, and the receptor is considered to experience a significant impact as a result of changes to these environmental factors.

84. The impacts considered on tourism and recreation assets are changes to visitor or user behaviour and outcomes. Any environmental impact (e.g. seascape and visual impact) on these receptors will therefore be assessed against how it will change behaviour compared to the current baseline of visitor or user behaviour of the receptor.

18.9.1.2 Significance of Effect

18.9.1.2.1 Sensitivity

85. The sensitivity of an economy is linked to how well it can accommodate change. To establish the sensitivity of an economy, or a sector within that economy, it is necessary to consider both its resilience and agility. There are several factors that contribute to an assessment of resilience and agility, including:

- The scale of the economy;
- The diversity of sectors in the economy;
- The level of economic activity; and
- The level of economic potential from utilising capital (natural, human, social, economic).

86. The sensitivity criteria for economic receptors are provided in **Table 18.9**.

Table 18.9 Sensitivity Criteria for Economic Impacts

Sensitivity Value	Description
High	A highly sensitive economy will not be able to absorb changes without fundamentally altering its present character or value. Factors that would contribute to an economy being considered of high sensitivity include: • The economy is particularly reliant on a single sector; and • The number of jobs in the economy has been declining over multiple years.
Medium	A medium sensitive economy can absorb changes without fundamentally altering its present character or value. Factors that would contribute to an economy being considered of medium sensitivity include: • The economy is particularly reliant on a few sectors; and • The number of jobs in the economy has been steady or slightly declining over multiple years.
Low	A low sensitive economy is tolerant to changes without fundamentally altering its present character or value. Factors that would contribute to an economy being considered of low sensitivity include: • Most sectors of the economy are well represented; and

Sensitivity Value	Description
	• The number of jobs in the economy has grown in line with the wider economy.
Negligible	An economy with negligible sensitivity is very agile and will be able to accommodate changes without affecting its character or overall value. Factors that would contribute to an economy having negligible sensitivity include: • The economy is well balanced between sectors; and • The number of jobs in the economy has grown at a quicker rate than the wider UK economy.
No Change	No change on economic receptors.

87. The sensitivity of community will depend on their relative capacity to change and meet increased demand without affecting existing services (e.g. housing). The most relevant metric will be the size of the population, with smaller populations being more sensitive to changes.

Table 18.10 Sensitivity Criteria for Social Impacts

Sensitivity Value	Description
High	A community with high sensitivity will not be able to tolerate or adapt to impacts as these will result in a fundamental change in the nature of the community.
Medium	A community with medium sensitivity will have limited capacity to tolerate or adapt to impacts as these will result in a moderate change in the nature of the community.
Low	A community with low sensitivity will be able to tolerate or adapt to impacts without a change in the nature of the community.
Negligible	A community with a negligible sensitivity will be resistant to change as they will have a greater capacity to tolerate changes than the wider country.
No Change	No change in demographics.

88. The sensitivity of a tourism asset is determined by how reactive visitors are to a change in the environment. The sensitivity may change depending on which environmental factor is being considered. For example, an asset may be highly sensitive to changes in traffic and transport activity but have negligible sensitivity to landscape and visual impacts.

89. The sensitivity of these assets will also depend on the ability of the asset to react to any change. Assets that provide a fixed offering, such as a monument or nature-based attraction will be, other things remaining equal, more sensitive to change.

Table 18.11 Sensitivity Criteria for Tourism Impacts

Sensitivity Value	Description
High	A tourism sector of high sensitivity will not be able to absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of high sensitivity include: • The tourism sector is particularly dependant on a single attraction or market that is reliant on environmental conditions; and • The number of jobs in the tourism sector economy has been declining over multiple years.

Sensitivity Value	Description
Medium	A tourism sector of medium sensitivity has a moderate capacity absorb changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of medium sensitivity include: • The tourism sector is particularly reliant on a small number of attractions or markets that are reliant on environmental conditions; and • The number of jobs in the tourism sector economy has grown at a slower rate than the wider economy.
Low	A tourism sector of low sensitivity will be able to absorb most changes without fundamentally altering its present character or value. Factors that would contribute to a tourism sector being considered of low sensitivity include: • The assets and markets that drive the tourism economy are not reliant on environmental conditions; and • The number of jobs in the tourism sector economy has grown at a similar rate to wider economy.
Negligible	A tourism sector with negligible sensitivity is very agile and will be able to accommodate changes without affecting its character or overall value. Factors that would contribute to a tourism sector being considered of negligible sensitivity include: • There are a wide range of assets and markets that drive the tourism economy in the area; • The number of jobs in the tourism sector economy has grown at a faster rate than the wider economy.

18.9.1.2.2 Magnitude

90. Between 2000 and 2024, the average level of GDP per capita growth in the UK was 1% per annum (ONS, 2025a). Similarly, between 2000 and 2023, the number of jobs increased by an average 1% per annum (IMF, 2025). The magnitude of any change in an economy should be considered within this context and in relation to the levels of economic activity within a Study Area.

91. In addition to the change in the overall GVA or employment of an area, changes to those sectors of the economy contributing to its economic sensitivity are considered. For example, in the context of offshore wind, the relative importance of the construction, manufacturing and professional services sectors in a Study Area are likely to contribute towards its overall sensitivity. The definitions of the magnitude of economic impacts are provided in **Table 18.12**.

Table 18.12 Impact Magnitude Criteria for an Economic Impacts

Magnitude Value	Description
High	An impact would be considered to have a high magnitude if it was equivalent to all the typical economic growth per capita. Specifically, for each Study Area: • Peak annual GVA impact is greater than, or equal to, 1% of the economy; or • Peak employment supported is greater than, or equal to, 1% of the total number of jobs
Medium	An impact would be considered to have a medium magnitude if it was equivalent to half of the typical economic growth per capita. Specifically, for each Study Area: • Peak annual GVA impact is greater than, or equal to, 0.5% of the economy; or • Peak employment supported is greater than, or equal to, 0.5% of the total number of jobs.
Low	An impact would be considered to have a low magnitude if it was equivalent to a quarter of the typical economic growth per capita. Specifically, for each Study Area: • Peak annual GVA impact is greater than, or equal to, 0.25% of the economy; or • Peak employment supported is greater than, or equal to, 0.25% of the total number of jobs.
Negligible	An impact would be considered to have a negligible magnitude if it was equivalent to less than a quarter of the typical economic growth per capita. Therefore, for each Study Area: • Peak annual GVA impact is less than 0.25% of the economy; or • Peak employment supported is less than 0.25% of the total number of jobs.
No Change	No change in GVA or employment

92. The magnitude of social impacts will be related to demographic changes that will occur in each of the Study Areas. The magnitude for any change in demographics is measured against the overall size of the population.

Table 18.13 Impact Magnitude Criteria for Social Impacts

Magnitude Value	Description
High	The effect on community would be considered to have a high magnitude if the change in population was equivalent to 1.0% or more of the baseline population of the Study Area.
Medium	The effect on community would be considered to have a medium magnitude if the change in population was equivalent to between 0.5% and 1.0% of the baseline population of the Study Area.
Low	The effect on community would be considered to have a low magnitude if the change in population was equivalent to between 0.25% and 0.5% of the baseline population of the Study Area.
Negligible	The effect on community would be considered to have a negligible magnitude if the change in population was equivalent to less than 0.25% of the baseline population of the Study Area.
No Change	No change in demographics.

93. The impacts considered in relation to tourism assets that are changes to visitor behaviour and outcomes. Any environmental impact on these receptors will therefore be assessed against how it will change behaviour compared to the current baseline of visitor behaviour.

Table 18.14 Impact Magnitude Criteria for Tourism Impacts

Magnitude Value	Description
High	The impact on a tourism asset would be considered of high magnitude if it is predicted to experience a substantial change in the behaviour of visitors.
Medium	The impact on a tourism asset would be considered of medium magnitude if it is predicted to experience an appreciable change in the behaviour of visitors.
Low	The impact on a tourism asset would be considered of low magnitude if it is predicted to experience a small change in the behaviour of visitors.
Negligible	The impact on a tourism asset would be considered of negligible magnitude if it is predicted to experience an undetectable change in the behaviour of visitors.
No Change	No change on visitor behaviour.

18.9.1.2.3 Significance

94. The potential significance of effect for a given impact is a function of the overall sensitivity and the magnitude of the impact (see **Chapter 5 EIA Methodology** for further details). A matrix is used (**Table 18.15**) as a framework to determine the significance of an effect. Definitions of each level of significance are provided in **Table 18.16.** Impacts and effects may be either positive (beneficial) or negative (adverse).

95. In applying this methodology, professional judgement contributes to concluding significance of effects. This judgement draws on the assessor's technical expertise, knowledge of the receiving environment, and understanding of how similar developments have influenced comparable receptors. Judgement also considers the quality and confidence of the available data (**Section 18.7.3**), the level of uncertainty associated with predicted impacts, and any relevant guidance or industry standards. Professional judgement ensures that the matrix outputs are interpreted in context, allowing the assessor to account for site-specific conditions, receptor sensitivities that may cut across criteria, and the nature of the predicted changes. This approach ensures that the determination of significance is robust, transparent and proportionate.

Table 18.15 Significance of effect matrix

Sensitivity	Adverse Magnitude				Beneficial Magnitude			
	High	Medium	Low	Negligible	Negligible	Low	Medium	High
High	Major	Major	Moderate	Minor	Minor	Moderate	Major	Major
Medium	Major	Moderate	Minor	Negligible	Negligible	Minor	Moderate	Major
Low	Moderate	Minor	Minor	Negligible	Negligible	Minor	Minor	Moderate
Negligible	Minor	Negligible	Negligible	Negligible	Negligible	Negligible	Negligible	Minor

Table 18.16 Definition of significance of effect

Significance of Effect	Definition
Major	Very large or large changes in receptor condition, both adverse or beneficial, which are likely to be important considerations at a regional or district level because they contribute to achieving national, regional or local objectives, or could result in exceedance of statutory objectives and / or breaches of legislation.
Moderate	Intermediate changes in receptor condition, which are likely to be important considerations at a local level.
Minor	Small change in receptor condition, which may be raised as local issues but are unlikely to be important in the decision-making process.
Negligible	No discernible change in receptor condition.
No Change	No effect, therefore, no change in receptor condition.

18.9.2 Combined Assessment: Windfarm Development Area, Export Cable Corridor and Onshore Development Transmission Development Area Methodology

96. This section presents how the Applicant will assess interactions between the WDA, Offshore ECC and OnTDA (i.e. considering impact interactions and additive effects to determine if any effects would be materially elevated from those assessed for the WDA-alone assessment). The approach enables potential interactions between each Development Area to be identified and assessed, ensuring a whole Project assessment is undertaken in a manner that is meaningful and proportionate. This is referred to as the combined assessment.

97. In this context, interactions are considered where there may be spatial overlap of effects and additive effects are considered where there may be incremental effects on the same receptor, including increased temporal effects.

98. Worst-case scenarios for all WDA infrastructure (which includes OSPs, OSP link cables and up to 200 km of the offshore export cable(s) which could be located within the WDA red line boundary) have been incorporated into the worst-case scenario for the WDA-alone assessment (**Table 18.6** and **Section 18.10.1**).

99. To inform the combined assessment, a set of assumptions were developed which includes a preliminary boundary for the Offshore ECC and OnTDA (connect point new Girvan, South Ayrshire), anticipated project components and associated construction methods and timelines. These are set out in **Chapter 3 Project Description**, Sections 3.7 and 3.8. Offshore and onshore engineering and environmental surveys enabling Offshore ECC and OnTDA corridor refinement are anticipated to take place after the WDA EIAR has been submitted to the consenting authorities.

100. Within the upcoming Offshore ECC and OnTDA consent applications, their respective scoping and EIARs will take account of all likely effects predicted within the WDA EIA and present updated combined assessments using the latest available information covering all aspects of the Project.

101. **Section 18.10.2** includes a qualitative discussion where potential interactions and additive effects between the WDA and the Offshore ECC and OnTDA have been identified, with the aim of determining whether effects could result in those of greater significance than assessed for the WDA-alone assessment. To accompany the description, a combined assessment summary table is

provided. Only residual effects from the WDA-alone assessment are taken forward for consideration in the combined assessment.

18.9.3 Cumulative Effects Assessment Methodology

102. The Cumulative Effects Assessment (CEA) considers the impacts arising from the activities and infrastructure associated with the whole-Project (i.e. the WDA, Offshore ECC and OnTDA) as well as cumulatively with other relevant plans, projects and activities. The general approach to the CEA for socio-economics includes identifying potential cumulative effects, identifying a short list of plans and projects for consideration and evaluating the significance of cumulative effects. **Chapter 5 EIA Methodology** provides further details on the general approach to the CEA.

103. In line with the methodology set out in **Chapter 5 EIA Methodology**, the CEA is considered in two stages:

- **Stage 1a**: Screening of Potential Cumulative Impacts;
- **Stage 1b**: Screening of other plans, projects and activities; and
- **Stage 2**: CEA.

104. Stage 1a involves the screening / identification of the whole-Project impacts that could have a cumulative effect with other plans, projects and activities (described as 'impact screening').

105. Stage 1b is the screening of other plans, projects and activities. In accordance with guidance documents discussed in **Chapter 5 EIA Methodology**, other plans or projects that are deemed likely to go ahead or are going ahead, and for which sufficient information is available to conduct a meaningful assessment, have been taken forward for consideration in **Appendix 5.1 Cumulative Projects Long and Short Lists**. If sufficient detail is not available, it is not possible to conduct a meaningful assessment of potential cumulative effects and therefore, these developments are not considered further. For the purposes of the CEA Long-List, the criteria of other plans or projects that are proposed for consideration include those which are 'reasonably foreseeable' such as those:

- Which have become operational since baseline data was collected;
- Under construction;
- Permitted application(s), but not yet implemented;
- Submitted application(s) not yet determined; and
- Plans and projects with design information in the public domain, including those that requested a Scoping Opinion up to six months prior to submission of the WDA application date as follows:
    - Projects in Scottish waters;
    - Projects in English, Welsh and Northern Irish waters, or non-UK waters if considered to be relevant, which have connectivity or the potential for a cumulative effect;
    - Offshore wind projects granted an option or Option Agreement or Agreement for Lease; and
    - Non-wind projects.

106. The CEA Long-List has been developed based on the above criteria, and has been screened for each potential impact-receptor pathway using the following process:

- **Conceptual overlap**: an impact-receptor pathway describes an impact which has the potential to directly or indirectly affect the receptor(s) in question;
- **Physical overlap**: ability for impacts arising from the WDA, Offshore ECC and OnTDA to overlap with those from other plans or projects on a receptor basis. An overlap of the Zone of Influences (ZoIs) arising from the two (or more) projects/plans must be established for a cumulative effect

to arise. There are exceptions to this for certain mobile receptors that are potentially subject to impacts from multiple plans or projects; and

- **Temporal overlap**: for a cumulative effect to arise from two or more plans or projects, a temporal overlap of impacts arising from each must be established. Some impacts are active only during certain phases of development phases of the WDA (e.g. piling noise during construction). However, the absence of a strict overlap may not necessarily mean there is no potential for cumulative effect, as receptors may become further affected by additional, non-temporally overlapping projects.

107. Stage 2 is the assessment of cumulative effects. For the assessment stage, information has been gathered based on the CEA Long-List (**Appendix 5.1**) of plans or projects taken forward from the screening stage. A tiered approach is used to provide a framework for placing relative weight on the potential for each plan or project to be included in the CEA, based on the plan's or project's current stage of maturity, certainty in the design or effects and overall availability of detail on which to carry out an assessment. Projects or plans that will be assessed in Stage 2 will use the following tiers:

- Tier 1 assessment: projects which are operational (but not part of the baseline), under construction, those with consent and those projects where an application has been submitted but not yet determined;
- Tier 2 assessment: all plans/projects assessed under Tier 1, plus those projects with a Scoping Report and/or Scoping Opinion; and
- Tier 3 assessment: all plans/projects assessed under Tier 1 and Tier 2, plus those projects likely to come forward where a Crown Estate Scotland (CES) Option to Lease Agreement or equivalent has been granted (i.e., ScotWind and Innovation and Targeted Oil & Gas (INTOG) projects).

18.9.4 Transboundary Effects Assessment Methodology

108. The transboundary effect assessment considers the potential for effects to occur as a result of the WDA on socio-economics receptors within the Exclusive Economic Zone (EEZ) of other European Economic Area (EEA) member states or other interests of EEA member states. **Chapter 5 EIA Methodology** provides further details on the approach to the transboundary effect assessment.

109. For socio-economics, the potential for transboundary effects has been identified in relation to spending taking place outside of the UK, and potential effects on recreational sailing off the coast of Northern Ireland and northwest Ireland.

18.10 ASSESSMENT OF SIGNIFICANCE

18.10.1 Windfarm Development Area -Alone Assessment of Significance

110. The potential effects on socio-economics receptors that may occur during construction, operation and decommissioning of the WDA are assessed in the following sections. The assessment follows the methodology set out in **Section 18.9.1.1** and is based on the realistic worst-case scenarios defined in **Section 18.6**. This assessment has been undertaken on the basis of all embedded mitigation measures outlined in **Table 18.9**. The embedded mitigation measures relevant for each impact are listed in the summary **Table 18.41**.

18.10.1.1 Impact 1: Increase in Employment and GVA

111. The economic impact during the construction phase is generated by the increased spend in the economy required to develop and build the WDA. This generates increased GVA and employment.

18.10.1.1.1 Impact 1: Increase in Employment and GVA (Construction: Scotland and the UK)

18.10.1.1.1.1 Sensitivity to Increase in Employment and GVA (Construction: Scotland and the UK)

112. The sensitivity of an economy is based on its ability to absorb change. Some of the factors which determine an economy's sensitivity include its size, its relative diversity (more diverse economies are less sensitive), and its growth trajectory (for example, if the number of jobs are increasing or decreasing) – see **Table 18.9** for the criteria on assessing sensitivity.

113. The Scottish economy, which employs 2.7 million people, has been assessed as **low** sensitivity given its size and diversity, which means that it will be tolerant to changes without fundamentally altering its present character or value.

114. The UK economy, which employs 33.1 million people, has been assessed as **negligible** sensitivity, given its size and diversity.

18.10.1.1.1.2 Magnitude of Increase in Employment and GVA (Construction: Scotland and the UK)

115. The assessment of magnitude takes account of the change in the economy relative to the baseline. Given that the construction sector will be one of the main beneficiaries of contracts from the WDA, the baseline for measuring economic change has therefore been set as the current level of construction employment in Scotland and the UK.

116. Because employment to construct WDA is expected to be spread out over five years, with peaks of activity in the warmer months, when the weather is more suitable for offshore activity. To account for higher activity taking placing in specific periods of the year, the peak employment has been calculated by dividing the total years of employment required for the construction of the WDA at the Scottish and UK level by three.

117. The total economic impact of the WDA will consist of the direct impact (at Tier 1 suppliers), the indirect impact (spending in their supply chains) and induced effects (spending of their staff in the wider economy). On this basis, it was estimated that during the construction phase the economic impact of the WDA could be £803 million GVA and 10,200 years of employment (peaking at 3,400 jobs) in Scotland and £2,435 million GVA and 34,390 years of employment in the UK (peaking at 11,463), as shown in **Table 18.17**. More information is provided in Section 4.1.1 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.17 Construction of WDA: GVA and Employment, Scotland and the UK

	Scotland	UK (including Scotland)
Total GVA	£803 m	£2,435 m
Total employment (Years of employment)	10,200	34,390
Peak employment	3,400	11,463

118. Peak employment supported in Scotland of 3,400 jobs would be equivalent to 2.5% of the total construction employment in Scotland (136,000) (**Section 18.7.1.1**). As the change in employment represents a change equal or greater than 1.0% the magnitude has been assessed as **high**.

119. Peak employment in the UK of 11,463 jobs would be equivalent to 0.7% of total employment in the UK construction sector (1,162,731) (**Section 18.7.1.1**). Because the change in employment is between 0.5% and 1.0% the magnitude has been assessed as **medium**.

18.10.1.1.1.3 Significance of Increase in Employment and GVA (Construction: Scotland and the UK)

120. The sensitivity of the Scottish economy has been assessed as low, and the magnitude of impact as high. The increase in employment and GVA in Scotland during the construction phase has therefore been assessed as temporary **moderate beneficial** significance, which is **significant** in EIA terms.

121. The sensitivity of the UK economy has been assessed as negligible, and the magnitude of impact as medium**.** The increase in employment and GVA in the UK during the construction phase has therefore been assessed as temporary **negligible beneficial**, which is **not significant** in EIA terms.

18.10.1.1.2 Impact 1: Increase in Employment and GVA (O&M: Scotland and the UK)

18.10.1.1.2.1 Sensitivity to Increase in Employment and GVA (O&M: Scotland and the UK)

122. As for the construction phase, the Scottish economy has been assessed as **low** sensitivity given its size and diversity of economy and the UK economy as negligible sensitivity.

18.10.1.1.2.2 Magnitude of Increase in Employment and GVA (O&M: Scotland and the UK)

123. It was estimated that the Projects annual economic impact during the O&M phase could be £29 million GVA and 390 jobs in Scotland, and £55 million GVA and 740 jobs in the UK (as seen in **Table 18.18**). More information is provided in Section 4.1.2 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.18 WDA O&M Annual GVA and Employment Impact, Scotland and the UK

	Scotland	UK (including Scotland)
Total GVA	£29 m	£55 m
Total employment (Jobs)	390	740

124. The annual O&M impact in Scotland, estimated at 390 jobs per year, represents 0.3% of the Scottish construction sector's total employment (136,000) (**Section 18.7.1.1**) and therefore since this falls between 0.25% and 0.5%, the magnitude has been assessed as **minor**.

125. The annual O&M impact in the UK, estimated at 740 jobs per year, would be less than 0.1% of the UK's construction sector total employment (**Section 18.7.1.1**), as that is less than 0.25% the magnitude has been assess as **negligible**.

18.10.1.1.2.3 Significance of Increase in Employment and GVA (O&M: Scotland and the UK)

126. The sensitivity of the Scottish economy has been assessed as low, and the magnitude of impact as low. The increase in employment and GVA in Scotland during the O&M phase has therefore been assessed as permanent **minor beneficial**, which is **not significant** in EIA terms**.**

127. The sensitivity of the UK economy has been assessed as negligible, and the magnitude of impact as negligible. The increase in employment and GVA in the UK during the O&M phase has therefore been assessed as permanent **negligible beneficial**, which is **not significan**t in EIA terms.

18.10.1.1.3 Impact 1: Increase in Employment and GVA (Decommissioning: Scotland and the UK)

18.10.1.1.3.1 Sensitivity to Increase in Employment and GVA (Decommissioning: Scotland and the UK)

128. As for the construction phase, the Scottish economy has been assessed as **low** sensitivity and the UK economy as negligible sensitivity.

18.10.1.1.3.2 Magnitude of Increase in Employment and GVA Decommissioning: Scotland and the UK)

129. It was estimated that the Projects impact during the decommissioning phase could be £51 million GVA and 610 years of employment in Scotland, and £77 million GVA and 940 years of employment in the UK (as seen in **Table 18.19**). More information is provided in Section 4.1.3 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.19 WDA Decommissioning GVA and Employment Impact, Scotland and the UK

	Scotland	UK (including Scotland)
Total GVA	£51 m	£77 m
Total employment (Years of employment)	610	940

130. The 610 jobs that might be required to complete the decommissioning of the WDA, would be equivalent to 0.4% of the Scottish construction sector's baseline total employment (**Section 18.7.1.1**) and therefore since it is between 0.25% and 0.5% the magnitude has been assessed as **low**.

131. Throughout the UK it was estimated that the decommissioning of the WDA could result in 940 jobs which accounts for less than 0.1% of the UK's construction sector baseline total employment (**Section 18.7.1.1**), and because it is less than 1.0%, the magnitude has been assessed as **negligible**.

18.10.1.1.3.3 Significance of Changes to Employment and GVA (Decommissioning: Scotland and the UK)

132. The sensitivity of the Scottish economy has been assessed as low, and the magnitude of impact as low. The increase in employment and GVA in Scotland during the decommissioning phase effect has therefore been assessed as temporary **minor beneficial**, which is **not significant** in EIA terms.

133. The sensitivity of the UK economy has been assessed as negligible, and the magnitude of impact as negligible**.** The increase in employment and GVA in the UK during the decommissioning phase has therefore been assessed as temporary **negligible beneficial**, which is **not significant** in EIA terms.

18.10.1.1.4 Impact 1: Increase in Employment and GVA (Marshalling and Assembly Port)

18.10.1.1.4.1 Sensitivity of Local Area to Increase in Employment and GVA (Marshalling and Assembly Port)

134. As is the case for the national economy, the sensitivity of a local economy is a function of its ability to adapt to change. The factors upon which the sensitivity is affected by include the population of the local area, the extent to which the local area relies on one or more sectors (compared to the national average) and scale of the local economy in terms of the number of people employed (see **Table 18.9** for sensitivity criteria).

135. An increase in employment and GVA would be a beneficial impact, so the worst-case scenario would be jobs and GVA arising in the local area least sensitive to change and thus least likely to experience significant beneficial effects.

136. Hunterston TTWA has been selected as the local area for assessment for the marshalling and assembly port, as it has the largest employment (101,240) out of the potential marshalling and assembly port local areas and so is the least sensitive.

137. The Hunterston TTWA local area has a large workforce (101,240), a diversified economy and a faster growing population compared to Scotland. Given these characteristics, the Hunterston TTWA local

area has some capability to adjust its economy without fundamentally altering its composition, therefore the sensitivity of the Hunterston TTWA local area has been assessed as **medium**.

18.10.1.1.4.2 Magnitude of Increase in Employment and GVA (Marshalling and Assembly Port)

138. Similar to the national economy, the change in employment and GVA relative to the size of the economy is relevant when assessing the magnitude of impact. The total employment of the construction sector in the TTWA local areas has been selected as the appropriate baseline to measure any change in the economy.

139. It is estimated that the marshalling and assembly port local area could secure contracts worth £113 million. This could support a total of 1,139 years of employment across the construction phase (**Table 18.20**), with a peak employment of 380 jobs. More information is provided in Section 6.1 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.20 Marshalling and Assembly Port Economic Impact

	Expenditure	Total Employment (years)	Peak Employment (jobs)
Total	£113 m	1,139	380

140. A peak employment of 380 jobs would represent 7.7% of the total construction sector's employment in the Hunterston TTWA local area (4,950) (**Table 18.7**). Because the change in employment is 1.0% or greater the magnitude of impact on the marshalling and assembly port has been assessed as **high**.

18.10.1.1.4.3 Significance of Increase in Employment and GVA (Marshalling and Assembly Port)

141. The sensitivity of the Hunterston TTWA economy has been assessed as medium, and the magnitude of impact as high**.** The increase in employment and GVA in the marshalling and assembly port local area (based on the worst-case scenario, Hunterston) has therefore been assessed as temporary **major beneficial**, which is **significant** in EIA terms.

18.10.1.1.5 Impact 1: Increase in Employment and GVA (Marine Operations Base)

18.10.1.1.5.1 Sensitivity of Local Area to Increase in Employment and GVA (Marine Operations Base)

142. Of the three potential marine operation port local areas, the Oban TTWA is the least sensitive to change as it has the largest TTWA local area employment (8,550)**.**

143. Oban TTWA local area has employment of 8,550 and an economy which relies more on tourism relative to the Scottish average (20.5% vs 8.6% (Section 3.3.6 of **Appendix 18.1 (Socio-economics Technical Report**)), so has therefore been assessed as **high** sensitivity. Due to the nature of its economy, the Oban TTWA local area will not be able to adapt to changes without significantly changing its profile.

18.10.1.1.5.2 Magnitude of Increase in Employment and GVA (Marine Operations Base)

144. It was estimated that the marine operations base local area could secure contracts worth £30 million. This could support a total of 235 years of employment across the construction phase (**Table 18.21**), with a peak of 78 jobs. More information is provided in Section 5.2 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.21 Marine Operations Base Economic Impact

	Expenditure	Total Employment	Peak Employment (jobs)
Total	£30 m	235	78

145. Considering that the total construction sector's employment is 600 in the Oban TTWA local area, under peak employment this would represent 13.2% of the construction sector's employment. A change in the economy equal or larger than 1.0% is high magnitude of impact, therefore, the magnitude of the economic impact for the marine operations base has been assessed as **high**.

18.10.1.1.5.3 Significance of Increase in Employment and GVA (Marine Operations Base)

146. The sensitivity of the Oban TTWA economy has been assessed as high, and the magnitude of impact as high**.** The increase in employment and GVA in the marine operations base local TTWA (based on the worst-case scenario, Oban) has therefore been assessed as temporary **major beneficial**, which is **significant** in EIA terms.

18.10.1.1.6 Impact 1: Increase in Employment and GVA (O&M Port)

18.10.1.1.6.1 Sensitivity of Local Area to Increase in Employment and GVA (O&M Port)

147. King George V is located in the City of Glasgow which has a substantial labour market (employment of 684,750 in the TTWA) compared to the other potential O&M port location local areas. Therefore, King George V TTWA local area has been selected for the worst-case scenario assessment for the O&M port.

148. Given the scale of the King George V TTWA local area employment (684,750), its diversified economy and growing population (although slower than Scotland), the sensitivity for the King George V TTWA local area has been assessed as **low**. Due to the characteristics mentioned, the King George V TTWA local area will be tolerant to changes without having to significantly alter its composition in response to changes.

18.10.1.1.6.2 Magnitude of Increase in Employment and GVA (O&M Port)

149. It was estimated that the O&M port local area could secure contracts worth £0.8 million per annum. This could support a total of 73 jobs in the worst-case scenario (King George V) during the O&M phase. More information is provided in Section 5.3 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.22 O&M Port Economic Impact

	Annual Expenditure	Annual Employment
Total	£0.8 m	73

150. The King George TTWA local area has a construction sector which employs 33,000. On this basis, the employment from O&M (73) would be 0.2% of the total construction employment of the King George V TTWA local area. As a result of the change in employment being less than 0.25%, the magnitude of impact has been assessed as **negligible**.

18.10.1.1.6.3 Significance of Increase in Employment and GVA (O&M Port)

151. The sensitivity of the King George V TTWA economy has been assessed as low, and the magnitude of impact as negligible**.** The increase in employment and GVA in the O&M local TTWA (based on the

worst-case scenario, King George V) has therefore been assessed as permanent **negligible beneficial**, which is **not significant** in EIA terms.

18.10.1.1.7 Summary of Impact 1: Increase in Employment and GVA

152. The effects associated with increase in employment and GVA are summarized in **Table 18.23**. The assessment found temporary beneficial significant effects in Scotland, Hunterston and Oban during the construction phase of Machair Offshore Windfarm WDA.

Table 18.23 Significance of effect for impact 1: Increase in Employment and GVA

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	UK	Negligible	Medium	Negligible beneficial	n/a	Negligible beneficial
	Scotland	Low	Moderate	Moderate beneficial	n/a	Moderate beneficial
	Marshalling and Assembly Port (Hunterston)	Medium	High	Major beneficial	n/a	Major beneficial
	Marine Operations base (Oban)	High	High	Major beneficial	n/a	Major beneficial
O&M	UK	Negligible	Negligible	Negligible beneficial	n/a	Negligible beneficial
	Scotland	Low	Low	Minor beneficial	n/a	Minor beneficial
	O&M Port (King George V)	Low	Negligible	Negligible beneficial	n/a	Negligible beneficial
Decommissioning	UK	Negligible	Negligible	Negligible beneficial	n/a	Negligible beneficial
	Scotland	Low	Low	Minor beneficial	n/a	Minor beneficial

18.10.1.2 Impact 2: Impacts on Communities

153. Impacts on communities will include demographic changes, as workers move to the area. This will result in an increase in population, particularly as they bring family members, who have different demographic characteristics to the existing population. The assessment has been based on employment impacts in the most sensitive local study areas (more detail is provided in **Appendix 18.1 Socio-economics Technical Report)**. As a result, the study areas chosen for the impacts on communities and other social impacts will be different from those considered as part of the economic impact assessment, which is based on the local study area with the least sensitive economy.

18.10.1.2.1 Construction (Impact 2: Impacts on Communities)

18.10.1.2.1.1 Marshalling and Assembly Port (Impact 2: Impact on Communities)

18.10.1.2.1.1.1 Sensitivity of Local Area to Impacts on Communities (Marshalling and Assembly Port)

154. Sensitivity is considered of terms of the capacity of a local area to accommodate changes in population, as people move to the area to take up employment opportunities. The local area with the smallest population in its TTWA is treated as the most sensitive, representing a worst-case scenario for assessment purposes.

155. The Kishorn TTWA has the lowest population of the potential marshalling and assembly ports and has therefore been identified as the most sensitive. Whilst the settlement of Kishorn itself has few residents, the wider TTWA has a population of 7,236 and so has been assessed as **medium** sensitivity.

18.10.1.2.1.1.2 Magnitude of Impacts on Communities (Marshalling and Assembly Port)

156. The peak local employment at the marshalling and assembly port in the Kishorn TTWA (excluding transient workers) has been estimated at 176 (see Table 5.6 of **Appendix 18.1 Socio-economics Technical Report**). It has been assumed that these workers will bring family members, and therefore the population will increase by more than the number of workers. To account for this, it has been assumed that there would be a population increase of two, and therefore the population increase would be 352.

157. This is equivalent to 4.8% of the Kishorn TTWA population, greater that the 1% change required for an assessment of the magnitude as **high** and will likely be perceived as adverse by the local community due to disruption. However, embedded mitigation, in the form of a Community Engagement Manager, is expected to reduce the magnitude of impact.

158. Their actions will include creating a dedicated feedback channel for communities, considering local sensitivities and working to minimising disruption (e.g. from transport, noise, access). In addition, they will collaborate with service providers (e.g. local health boards, education providers) to smooth demand for services. Key to this approach will be transparency, supported by regular updates and local legacy reports. In addition to helping to mitigate potential adverse impacts, the Community Engagement Manager will also act to support the enhancement of socio-economic and community benefits from the Project.

159. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.2.1.1.3 Significance of Changes to Communities (Marshalling and Assembly Port)

160. The Kishorn TTWA has been assessed at medium sensitivity and in the absence of embedded mitigation the impact on communities has been assessed as high, and as a result this impact has been assessed as temporary moderate adverse which is significant in EIA terms.

161. Given the embedded mitigation, the impact on communities has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **negligible adverse** which is **not significant** in EIA terms.

18.10.1.2.1.2 Marine Operations Base (Impact 2: Impact on Communities)

18.10.1.2.1.2.1 Sensitivity of Local Area to Impacts on Communities (Marine Operations Base)

162. The Bendoran local area has the smallest population in relation to other potential locations and so is considered to have the highest sensitivity in relation to population changes. Given a population of 1,282, the Bendoran local area has been assessed as **high** sensitivity.

18.10.1.2.1.2.2 Magnitude of Impacts on Communities (Marine Operations Base)

163. The peak local employment at the marine operation base at Bendoran (excluding transient workers) has been estimated at 26 (see Table 5.15 of **Appendix 18.1 Socio-economics Technical Report**). It has been assumed that there would be a population increase of two associated with each worker, and therefore the population increase would be 52.

164. This is equivalent to 4.0% of the population of the Bendoran local area, greater that the 1% change required for an assessment of the magnitude as **high** and will likely be perceived as adverse by the local community due to disruption. However, embedded mitigation, in the form of a Community Engagement Manager, is expected to reduce the magnitude of impact.

165. This includes creating a dedicated feedback channel for communities, considering local sensitivities and working to minimise disruption (e.g. from transport, noise, access). In addition, they will collaborate with service providers (e.g. local health boards, education providers) to smooth demand for services. Key to this approach will be transparency, supported by regular updates and local legacy reports.

166. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.2.1.2.3 Significance of Changes to Communities (Marine Operations Base)

167. Islay has been assessed at high sensitivity and in the absence of embedded mitigation the impact on communities has been assessed as high and as a result this impact has been assessed as temporary major adverse which is significant in EIA terms.

168. Given the embedded mitigation, the impact on communities has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **minor adverse** which is **not significant** in EIA terms.

18.10.1.2.2 O&M (Impact 2: Impact on Communities)

18.10.1.2.2.1 O&M Port (Impact 2: Impact on Communities)

18.10.1.2.2.1.1 Sensitivity of Local Area to Impact on Communities (O&M Port)

169. The Campbeltown and Machrihanish TTWA has the lowest baseline population in relation to the other potential O&M port locations and so is considered to have the highest sensitivity to population changes and effects on housing demand. Given a TTWA population of 7,430 and the overall decline in the population (Section 3.3.7 of **Appendix 18.1 Socio-economics Technical Report**), it has been assessed as **medium** sensitivity.

18.10.1.2.2.1.2 Magnitude of Impact on Communities (O&M Port)

170. The employment at the O&M Port in the Campbeltown and Machrihanish TTWA has been estimated at 63 (see Table 5.22 of **Appendix 18.1 Socio-economics Technical Report**). Assuming a population of two associated with each job, this implies a population effect of 126.

171. This is equivalent to 1.7% of the Campbeltown and Machrihanish TTWA population, greater than the 1% change required for an assessment of magnitude as **high**. Given this will be a long-term increase in population in an area that has experienced long-term population decline, it is expected that this increase population will be perceived as beneficial by the local area.

18.10.1.2.2.1.3 Significance of Impact on Communities (O&M Port)

172. The changes to housing impact in the Campbeltown and Machrihanish TTWA during the O&M phase have been assessed at medium sensitivity and high magnitude and as a result this impact has been assessed as permanent **major beneficial** which is **significant** in EIA terms.

18.10.1.2.3 Summary (Impact 2: Impacts on Communities)

173. The effects associated with impacts on communities are summarised in **Table 18.24**.

Table 18.24 Summary of Impact 2: Impacts on Communities

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Kishorn)	Medium	Negligible	Negligible adverse	n/a	Minor adverse
	Marine Operations Base (Bendoran)	High	Negligible	Minor adverse	n/a	Minor adverse
O&M	O&M Port (Campbeltown and Machrihanish)	Medium	High	Major beneficial	n/a	Major beneficial

18.10.1.3 Impact 3: Changes to Housing

174. Increased employment opportunities in the local area, could lead to increased population in local areas, as people may relocate temporarily or permanently to take up employment opportunities. This can result in additional demand for housing in local areas, such as those in which potential port activity could be located.

18.10.1.3.1 Construction (Impact 3: Changes to Housing)

18.10.1.3.1.1 Marshalling and Assembly Port (Impact 3: Changes to Housing)

18.10.1.3.1.1.1 Sensitivity of Local Area to Changes to Housing (Marshalling and Assembly Port)

175. Sensitivity is considered in terms of the capacity of a local area to accommodate changes in housing demand and therefore the local area with the smallest population in its TTWA is treated as the most sensitive, representing a worst-case scenario for assessment purposes.

176. The Kishorn TTWA has the lowest population of the potential marshalling and assembly ports and has therefore been identified as the most sensitive. The Kishorn TTWA has a population of 7,23 and so has been assessed as **medium** sensitivity.

18.10.1.3.1.1.2 Magnitude of Changes to Housing Impacts (Marshalling and Assembly Port)

177. It is anticipated that the population increase in the Kishorn TTWA area associated with the WDA will be 352, leading to an increase in housing demand. This is equivalent to 4.8% of the Kishorn TTWA population, greater that the 1% change required for an assessment of the magnitude as **high**.

178. Kishorn Port has been the recipient of substantial investment and is intended to be key infrastructure for the offshore wind sector and addressing local challenges such as accommodation is a focus of activity for a range of stakeholder such as Highland Council.

179. The Community Engagement Manager will collaborate with local authorities, housing associations and other developers (e.g. SSEN) to develop the most efficient approaches to resolving housing challenges, such as data sharing, for example on workforce projections. These collective approaches will be tailored and location-specific and may include the development of temporary accommodation, which may be upgraded to be more permanent, and/or using existing providers. As well as having the potential to create longer term housing, these initiatives could support the development of construction skills needed to build housing in the future.

180. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.3.1.1.3 Significance of Changes to Housing (Marshalling and Assembly Port)

181. The changes to housing impact on Kishorn TTWA during marshalling and assembly have been assessed as medium sensitivity and in the absence of embedded mitigation the impact has been assessed as high magnitude. As a result this impact has been assessed as temporary **moderate adverse** which is **significant** in EIA terms.

182. Given the embedded mitigation, the housing impact has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **negligible adverse** which is **not significant** in EIA terms.

18.10.1.3.1.2 Marine Operations Base (Impact 3: Changes to Housing)

18.10.1.3.1.2.1 Sensitivity of Local Area to Changes to Housing (Marine Operations Base)

183. The Bendoran local area has the smallest population of the potential locations and so is considered to have the highest sensitivity in relation to population changes and effects on housing demand. Given a population of 3,183 this local area has been assessed as **high** sensitivity.

18.10.1.3.1.2.2 Magnitude of Changes to Housing Impacts (Marine Operations Base)

184. It is anticipated that the population increase in the Bendoran local area associated with the WDA will be 52, leading to an increase in housing demand. This is equivalent to 4.0% of the Bendoran local area population, greater than the 1% change required for an assessment of magnitude as **high**.

185. The Community Engagement Manager will collaborate with local authorities, housing associations and other developers (e.g. SSEN) to develop the most efficient approaches to resolving housing challenges, such as data sharing, for example on workforce projections. These collective approaches will be tailored and location-specific and may include the development of temporary accommodation, which may be upgraded to be more permanent, and/or using existing providers. As well as having the potential to create longer term housing, these initiatives could support the development of construction skills needed to build housing in the future.

186. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.3.1.2.3 Significance of Changes to Housing (Marine Operations Base)

187. The changes to housing impact in the Bendoran local area during the construction phase have been assessed at high sensitivity and in the absence of embedded mitigation the impact has been

assessed as high. As a result this impact has been assessed as temporary **major adverse** which is **significant** in EIA terms.

188. Given the embedded mitigation, the housing impact has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **minor adverse** which is **not significant** in EIA terms.

18.10.1.3.2 O&M (Impact 3: Changes to Housing)

18.10.1.3.2.1 O&M Port (Impact 3: Changes to Housing)

18.10.1.3.2.1.1 Sensitivity of Local Area to Changes to Housing (O&M Port)

189. The Campbeltown and Machrihanish TTWA has the lowest baseline population in relation to the other potential O&M port locations and so is considered to have the highest sensitivity to population changes and effects on housing demand. Given a TTWA population of 7,430, it has been assessed as **medium** sensitivity.

18.10.1.3.2.1.2 Magnitude of Changes to Housing Impacts (O&M Port)

190. It is anticipated that the population increase in Campbeltown and Machrihanish associated with the O&M port will be 126, leading to an increase in housing demand. This is equivalent to 1.7% of the Campbeltown and Machrihanish TTWA population, greater than the 1% change required for an assessment of magnitude as **high**.

191. Given this will be a long-term increase in population, it would be expected to stimulate the local housing market and so can be considered as beneficial by the local area, resulting in greater investment in the housing stock.

18.10.1.3.2.1.3 Significance of Changes to Housing (O&M Port)

192. The changes to housing impact in the Campbeltown and Machrihanish TTWA during the O&M phase have been assessed at medium sensitivity and high magnitude and as a result this impact has been assessed as permanent **major beneficial** which is **significant** in EIA terms.

18.10.1.3.3 Summary (Impact 3: Changes to Housing)

193. The effects associated with changes to housing are summarised in **Table 18.25**.

Table 18.25 Summary of Impact 3: Changes to Housing

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Kishorn)	Medium	Negligible	Negligible adverse	n/a	Negligible adverse
	Marine Operations Base (Bendoran)	High	Negligible	Minor adverse	n/a	Minor adverse
O&M	O&M Port (Campbeltown and Machrihanish)	Medium	High	Major beneficial	n/a	Major beneficial

18.10.1.4 Impact 4: Changes to Labour Market

194. Changes to the labour market from increased employment in one sector may affect recruitment and retention in existing industries, leading to an adverse effect from disruption. Conversely, they may help to diversify and strengthen labour markets.

18.10.1.4.1 Construction (Impact 4: Changes to the Labour Market)

18.10.1.4.1.1 Marshalling and Assembly Port (Impact 4: Changes to Labour Market)

18.10.1.4.1.1.1 Sensitivity of Local Area to Changes to Labour Market (Marshalling and Assembly Port)

195. Due to its small workforce and its reliance on the tourism sector (see Section 3.3.2 of **Appendix 18.1 Socio-economics Technical Report**), the Kishorn TTWA is considered the most sensitive marshalling and assembly port location (**Table 18.9**). Due to its small workforce, it may be difficult to source workers if employment increases in one sector, which may lead to disruption to other sectors. Therefore, its sensitivity has been assessed as **high**.

18.10.1.4.1.1.2 Magnitude of Changes to Labour Market (Marshalling and Assembly Port)

196. It is anticipated that during the construction phase, peak employment would be 176, representing an increase in employment of 8.9% compared to the baseline employment in the Kishorn TTWA of around 3,500. This has the potential to cause disruption to local employers, whose staff may leave their current jobs for higher paying roles at the marshalling and assembly port. This exceeds the 1.0% threshold for **high** magnitude (**Table 18.12**).

197. The activities of the Community Engagement Manager are expected to reduce the disruption to the labour market associated with the WDA. These actions include aligning with existing sectors, collaborating with regional stakeholders (e.g. on workforce projections). This will include the development of a dedicated skills strategy to expand the workforce.

198. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.4.1.1.3 Significance of Changes to Labour Market (Marshalling and Assembly Port)

199. At Kishorn TTWA, the local labour market's sensitivity to change has been assessed as high and in the absence of embedded mitigation the potential labour market impacts have been assessed as high. On this basis, the effect has been assessed as a temporary **major adverse** effect, which is **significant** in EIA terms.

200. Given the embedded mitigation, the impact on the labour market has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **minor adverse** which is **not significant** in EIA terms.

18.10.1.4.1.2 Marine Operations Base (Impact 4: Changes to Labour Market)

18.10.1.4.1.2.1 Sensitivity of Local Area to Changes to Labour Market (Marine Operations Base)

201. Of the three areas considered, the Bendoran local area is considered to be the most sensitive, given its small workforce and the concentration of employment in aquaculture and tourism (see Section 3.3.5 of **Appendix 18.1 Socio-economics Technical Report**). Due to its small workforce, it may be difficult to source workers if employment increases in one sector, which may lead to disruption to other sectors (**Table 18.9**). On this basis, the sensitivity has been assessed as **high**.

18.10.1.4.1.2.2 Magnitude of Changes to Labour Market (Marine Operations Base)

202. It is anticipated that during the construction phase, peak employment would be 26, representing an increase in employment of 3.0% compared to the baseline employment in the Bendoran local area of around 870. This has the potential to cause disruption to local employers if staff leave for higher paying roles (the whisky industry is considered separately in **Section 18.10.1.12**). This exceeds the 1.0% threshold for **high** magnitude (**Table 18.12**).

203. The activities of the Community Engagement Manager are expected to reduce the disruption to the labour market associated with the WDA. These actions include aligning with existing sectors and collaborating with regional stakeholders (e.g. on workforce projections). This will include the development of a dedicated skills strategy to expand the workforce.

204. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.4.1.2.3 Significance of Changes to Labour Market (Marine Operations Base)

205. In Islay, the sensitivity has been assessed as high and in the absence of embedded mitigation potential labour market impacts have been assessed as high. On this basis, the effect has been assessed as a temporary **major adverse** effect, which is **significant** in EIA terms.

206. Given the embedded mitigation, the impact on the labour market has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **minor adverse** which is **not significant** in EIA terms.

18.10.1.4.2 O&M (Impact 4: Changes to the Labour Market)

18.10.1.4.2.1 O&M Port (Impact 4: Changes to the Labour Market)

18.10.1.4.2.1.1 Sensitivity of Local Area to Changes to Labour Market (O&M Port)

207. Of the three ports considered Campbeltown and Machrihanish TTWA has the smallest workforce and is therefore likely to have the labour market that is most sensitive to change. Tourism, golf, whisky and the Port are the major economic drivers, and it has recently experienced reductions in employment (see Section 3.3.7 of **Appendix 18.1 Socio-economics Technical Report**). This means that it is likely to have additional capacity, reducing its sensitivity to change (**Table 18.9**). On this basis, its sensitivity has been assessed as **medium**.

18.10.1.4.2.1.2 Magnitude of Changes to Labour Market (O&M Port)

208. It is anticipated that during the O&M phase, the long-term increase in employment in Campbeltown and Machrihanish TTWA will be 63 (see Table 5.22 of **Appendix 18.1 Socio-economics Technical Report**), representing an increase in employment of 2.1% against the baseline employment of 3,000 in the Campbeltown and Machrihanish TTWA. Discussions with local stakeholders suggest that the local area is positive about new employment opportunities and see this as an opportunity to improve the local labour market. This exceeds the 1.0% threshold for **high** magnitude (**Table 18.12**).

18.10.1.4.2.1.3 Significance of Changes to Labour Market (O&M Port)

209. In Campbeltown and Machrihanish TTWA, the sensitivity of the labour market has been assessed as medium and potential impacts have been assessed as high. On this basis, the effect has been assessed as a permanent **major beneficial** effect, which is **significant** in EIA terms.

18.10.1.4.3 Summary (Impact 4: Changes to Labour Market)

210. The effect associated with changes to the labour market is summarised in **Table 18.26**.

Table 18.26 Summary of Impact 4: Changes to Labour Market

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Kishorn)	High	Negligible	Minor adverse	n/a	Minor adverse
	Marine Operations Base (Bendoran)	High	Negligible	Minor adverse	n/a	Minor adverse
O&M	O&M Port (Campbeltown and Machrihanish)	Medium	High	Major beneficial	n/a	Major beneficial

18.10.1.5 Impact 5: Changes to Infrastructure and Other Local Services

18.10.1.5.1.1 Marshalling and Assembly Port (Impact 5: Changes to Infrastructure and Other Local Services)

18.10.1.5.1.1.1 Sensitivity of Local Area to Changes to Infrastructure and Other Local Services (Marshalling and Assembly Port)

211. Of the three ports, Stornoway/Arnish is considered to be most sensitive to changes to infrastructure and other local services, e.g. ferries, as it is an island that relies on the ferry service for critical supplies, such as food and medicine, and visitors come from the mainland. Therefore, the sensitivity of the Stornoway/Arnish local area has been assessed as **high**.

18.10.1.5.1.1.2 Magnitude of Changes to Infrastructure and Other Local Services (Marshalling and Assembly Port)

212. There are daily sailings from Ullapool to Stornoway. Caledonian MacBrayne (CalMac) has experienced challenges in recent years, with repairs needed on key vessels, delayed construction of new vessels and increased demand leading to ferry routes operating at peak capacity.

213. The WDA will have an impact on infrastructure and other services if it leads to an increase in demand for ferry services, which cannot be met by the planned level of supply. In 2024, there were 296,214 ferry passengers on the Ullapool to Stornoway route (CalMac, 2026). Based on 96 transient workers and an average of four ferry trips per year, it was estimated that the increase in ferry demand would be 384 trips, or around a 0.1% increase in demand. On this basis, the magnitude has been assessed as **negligible**.

18.10.1.5.1.1.3 Significance of Changes to Infrastructure and Other Local Services (Marshalling and Assembly Port)

214. In the Stornoway/Arnish local area, the sensitivity of the area to changes in infrastructure has been assessed as high and potential impacts have been assessed as negligible. On this basis, the effect has been assessed as a temporary **minor adverse** effect, which is **not significant** in EIA terms.

18.10.1.5.1.2 Marine Operations Base (Impact 5: Changes to Infrastructure and Other Local Services)

18.10.1.5.1.2.1 Sensitivity of Local Area to Changes to Infrastructure and Other Local Services (Marine Operations Base)

215. Of the three ports, Port Ellen is considered to be most sensitive to changes to infrastructure and other local services, e.g. ferries, due to the distance from the mainland. Given that critical supplies, such as food and medicine and supplies for whisky sector, and visitors come via the boat from the mainland, the sensitivity of the Port Ellen local area has been assessed as **high**.

18.10.1.5.1.2.2 Magnitude of Changes to Infrastructure and Other Local Services (Marine Operations Base)

216. There are daily sailings from Kennacraig on Kintyre, to either Port Ellen in the south of Islay or Port Askaig on the east, which also connects to Jura and Colonsay. CalMac has experienced challenges in recent years, with repairs needed on key vessels, delayed construction of new vessels and increased demand. Two new vessels, the MV Isle of Islay and MV Loch Indaal, will increase capacity by an expected 40% (BBC News, 2024) and the company is also investing in enabling works at Port Askaig, Port Ellen and Kennacraig.

217. The WDA will have an impact on infrastructure and other services if it leads to an increase in demand for ferry services, which cannot be met by the planned level of supply. In 2025, there were 202,155 ferry passengers on the Kennacraig to Port Ellen route (CalMac, 2026). Based on 34 transient workers and an average of four ferry trips per year, it was estimated that the increase in ferry demand would be 136 trips, or less than a 0.1% increase in demand. On this basis, the magnitude has been assessed as **negligible**.

18.10.1.5.1.2.3 Significance of Changes to Infrastructure and Other Local Services (Marine Operations Base)

218. In the Port Ellen local area, the sensitivity of the area to changes in infrastructure has been assessed as high and potential impacts have been assessed as negligible. On this basis, the effect has been assessed as a temporary **minor adverse** effect, which is **not significant** in EIA terms.

18.10.1.5.2 O&M (Impact 5: Changes to Infrastructure and Other Local Services)

18.10.1.5.2.1 O&M Port (Impact 5: Changes to Infrastructure and Other Local Services)

18.10.1.5.2.1.1 Sensitivity of Local Area to Changes to Infrastructure and Other Local Services (O&M Port)

219. Of the three ports, Campbeltown and Machrihanish TTWA is considered to be most sensitive to changes to infrastructure and other local services given the ferry services from Ardrossan and Ballymena in Northern Ireland (though at the time of writing these are not operational). While Kintyre is connected to other parts of Scotland via A roads the ferry service acts as an additional transport route, bringing visitors and supplies, and therefore the sensitivity has been assessed as **medium**.

18.10.1.5.2.1.2 Magnitude of Changes to Infrastructure and Other Local Services (Marine Operations Base)

220. There is not expected to be an increase in demand for ferry services associated with the WDA, as all workers are expected to be local. Therefore, the magnitude of impact has been assessed as **negligible**.

18.10.1.5.2.1.3 Significance of Changes to Infrastructure and Other Local Services (Marine Operations Base)

221. In the Campbeltown and Machrihanish TTWA, the sensitivity of the area to changes in infrastructure has been assessed as medium and potential impacts have been assessed as negligible. On this basis, the effect has been assessed as a permanent **negligible adverse** effect, which is **not significant** in EIA terms.

18.10.1.5.3 Summary (Impact 5: Impacts on Infrastructure and Other Local Services)

222. The effects of impacts on infrastructure and other local services are presented in **Table 18.32**.

Table 18.27 Summary of Impact 5: Impacts on Infrastructure and Other Local Services

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Stornoway/Arnish)	High	Negligible	Minor adverse	n/a	Minor adverse
	Marine Operations Base (Port Ellen)	High	Negligible	Minor adverse	n/a	Minor adverse
O&M	O&M Port (Campbeltown and Machrihanish)	Medium	Negligible	Negligible adverse	n/a	Negligible adverse

18.10.1.6 Impact 6: Impacts on Habitability

223. Habitability refers to the capacity of a community to accommodate and support changes associated with long-term and short-term population shifts. This includes the ability of local infrastructure, services and social systems to respond to increased demand resulting from employment opportunities.

18.10.1.6.1 Construction (Impact 6: Impacts on Habitability)

18.10.1.6.1.1 Marshalling and Assembly Port (Impact 6: Impacts on Habitability)

18.10.1.6.1.1.1 Sensitivity of Local Area to Impacts on Habitability (Marshalling and Assembly Port)

224. Sensitivity is considered in terms of the capacity of a local area to absorb changes in population in a sustainable manner. Areas with the smallest populations are considered to be more sensitive, as even modest changes can have a proportionally greater impact and therefore the area with the smallest TTWA population in considered as the most sensitive, representing a worst-case scenario.

225. Kishorn has the lowest TTWA population, with a population of 7,430. It has been assessed as **medium** sensitivity.

18.10.1.6.1.1.2 Magnitude of Impacts on Habitability (Marshalling and Assembly Port)

226. Magnitude is assessed based on the scale of population change in relation to the Kishorn TTWA population. This is driven by the increase in population, particularly as accompanying family members provide new skills and can fill shortages in labour demand, increasing the sustainability of services, including education and healthcare.

227. It is anticipated that the population increase in the Kishorn TTWA associated with the construction phase will be 352, leading to an increase that is equivalent to 4.8% of the population, greater than the 1% change required for an assessment of magnitude as **high**.

18.10.1.6.1.1.3 Significance of Impacts on Habitability (Marshalling and Assembly Port)

228. The changes to habitability in the Kishorn TTWA during the construction phase have been assessed as medium sensitivity and high magnitude and as a result this impact has been assessed as temporary **major beneficial** which is **significant** in EIA terms.

18.10.1.6.1.2 Marine Operations Base (Impact 6: Impacts on Habitability)

18.10.1.6.1.2.1 Sensitivity of Local Area to Impacts on Habitability (Marine Operations Base)

229. The Bendoran local area has the smallest population in relation to other potential locations and so is considered to have the highest sensitivity in relation to population changes and effects on housing demand. Given a population of 1,282 this area has been assessed as **high** sensitivity.

18.10.1.6.1.2.2 Magnitude of Impacts on Habitability (Marine Operations Base)

230. New residents will provide new skills and can fill staff shortages in the Bendoran local area. It is anticipated that the population increase associated with the construction phase will be 52, leading to an increase that is equivalent to 4.0% of the population, greater than the 1% change required for an assessment of magnitude as **high**.

18.10.1.6.1.2.3 Significance of Impacts on Habitability (Marine Operations Base)

231. The changes to habitability in the Bendoran local area during the construction phase have been assessed as high sensitivity and high magnitude and as a result this impact has been assessed as temporary **major beneficial** which is **significant** in EIA terms.

18.10.1.6.2 O&M (Impact 6: Impacts on Habitability)

18.10.1.6.2.1 O&M Port (Impact 6: Impacts on Habitability)

18.10.1.6.2.1.1 Sensitivity of Local Area to Impacts on Habitability (O&M Port)

232. The Campbeltown and Machrihanish TTWA has the lowest baseline population in relation to the other potential O&M port locations and so is considered to have the highest sensitivity to population changes and effects on housing demand. Given a TTWA population of 7,430 and the overall decline in the population, it has been assessed as **medium** sensitivity.

18.10.1.6.2.1.2 Magnitude of Impacts on Habitability (O&M Port)

233. New residents in Campbeltown and Machrihanish TTWA will provide needed skills and can fill long-term staff shortages. It is anticipated that the population increase in Campbeltown and Machrihanish TTWA associated with the O&M port will be 126. This is equivalent to 1.7% of the Campbeltown and Machrihanish TTWA population, greater than the 1% change required for an assessment of magnitude as **high**.

18.10.1.6.2.1.3 Significance of Impacts on Habitability (Marine Operations Base)

234. The changes to habitability at the Campbeltown and Machrihanish local area during the operation phase have been assessed as medium sensitivity and high magnitude and as a result this impact has been assessed as permanent **major beneficial** which is **significant** in EIA terms.

18.10.1.6.3 Summary (Impact 6: Impacts on Habitability)

235. The effects associated with changes to habitability are summarised in **Table 18.28**.

Table 18.28 Summary of Impact 6: Impacts on Habitability

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Kishorn)	Medium	High	Major beneficial	n/a	Major beneficial
	Marine Operations Base (Bendoran)	High	High	Major beneficial	n/a	Major beneficial

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
O&M	O&M Port (Campbeltown and Machrihanish)	Medium	High	Major beneficial	n/a	Major beneficial

18.10.1.7 Impact 7: Interconnecting Influence on Other Places

236. Throughout the construction and O&M phases of WDA there may be impacts that may be localised impacts occurring in Scotland, outside of the port local areas.

237. The port location that generates the highest employment is considered for the worst-case scenario, as this employment is taking place in the port local area and not in the rest of Scotland.

18.10.1.7.1 Construction (Impact 7: Interconnecting Influence on Other Places)

18.10.1.7.1.1 *Sensitivity of rest of Scotland to Interconnecting Influence on Other Places (excluding Marshalling and Assembly Port)*

238. The sensitivity of the rest of Scotland (excluding the construction ports) will be similar to the sensitivity of the overall Scottish economy, which is **low**.

18.10.1.7.1.2 Magnitude of Interconnecting Influence on Other Places (excluding construction ports)

239. The employment from construction is estimated to be 10,200 years of employment, and subtracting employment at the construction ports suggests that employment in the rest of Scotland will be around 9,000 years of employment (More information is provided in Section 4.1.1 of **Appendix 18.1 Socio-economics Technical Report**). As the construction phase is expected to take place over the course of five years with increased activity during the warming months, peak employment is to be 3,000. This is equivalent to 2.2% of the Scottish construction employment (136,000, **Section 18.7.1.1**) and therefore since the change is greater than 1.0% the magnitude has been assessed as **high**.

240. It is expected that some of these economic impacts will be localised, for example manufacturing of certain components, and therefore effects of greater significance may be experienced in those areas.

18.10.1.7.1.3 Significance of Interconnecting Influence on Other Places (excluding construction ports)

241. The sensitivity is low, the magnitude of effect is high, therefore the significance of effect is temporary **beneficial moderate** which is **significant** in EIA terms.

18.10.1.7.2 O&M (Impact 7: Interconnecting Influence on Other Places)

18.10.1.7.2.1 Sensitivity of the rest of Scotland to Interconnecting Influence on Other Places (excluding O&M Port)

242. The sensitivity of the rest of Scotland (excluding the construction ports) will be equivalent to the sensitivity of the overall Scottish economy, which is **low**.

18.10.1.7.2.2 Magnitude of Interconnecting Influence on Other Places (excluding O&M Port)

243. The employment from operations and maintenance is estimated to be around 390, the employment from construction at the marine operation base port local area is expected to be 73 (More information is provided in Section 4.1.2 of **Appendix 18.1 Socio-economics Technical Report**). This results in

an employment taking place in the rest of Scotland of 317, which is 0.2% of the Scottish construction employment (136,000, **Section 18.7.1.1**) and therefore since the change is less than 0.25% the magnitude has been assessed as **negligible**.

244. Some of these economic impacts are expected to be localised, and therefore effects of greater significance may be experienced in those areas.

18.10.1.7.2.3 Significance of Interconnecting Influence on Other Places (excluding O&M Port)

245. The sensitivity is low, the magnitude of effect is negligible, therefore the significance of effect is permanent **beneficial negligible** which is **not significant** in EIA terms.

18.10.1.7.3 Summary (Impact 7: Interconnecting Influence on Other Places)

246. The interconnecting influences effects are summarised in **Table 18.29**.

Table 18.29 Summary of Impact 7: Interconnecting Influence on Other Places

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Rest of Scotland (excluding construction ports)	Low	High	Moderate beneficial	n/a	Moderate beneficial
O&M	Rest of Scotland (excluding O&M port)	Low	Negligible	Negligible beneficial	n/a	Negligible beneficial

18.10.1.8 Impact 8: Socio-cultural Effects

247. Socio-cultural effects relate to how communities experience the WDA, including how new populations affect community cohesion and quality of life, particularly in relation to changes in population**.** Employment opportunities created by the WDA may lead to an influx of transient workers moving into the area, which may affect community cohesion. Over the long term, these effects may decrease as local populations adapt and new residents become integrated into the community.

18.10.1.8.1 Construction (Impact 8: Socio-cultural Effects)

18.10.1.8.1.1 Marshalling and Assembly Port (Impact 8: Socio-cultural Effects)

18.10.1.8.1.1 Sensitivity of Local Area to Socio-cultural Impacts (Marshalling and Assembly Port)

248. Sensitivity is considered in terms of the capacity of a local area to accommodate changes in population and therefore the local area with the smallest population in its TTWA is treated as the most sensitive, representing a worst-case scenario for assessment purposes.

249. Kishorn TTWA has the smallest population of the potential marshalling and assembly port locations and has therefore been identified as the most sensitive with a TTWA population of 7,236 and so has been assessed as **high** sensitivity.

18.10.1.8.1.2 Magnitude of Socio-Cultural Impacts (Marshalling and Assembly Port)

250. The primary driver of impacts on communities will be the increase in population, including transient workers. This short-term increase in population is expected to result in a large change to community cohesion, with many of these people coming from outside of the area, who may have different lifestyles and social values than the existing population.

251. The expected increase of 137 transient workers represents a 1.9% of the Kishorn TTWA population, which is greater than the 1% change required for a magnitude assessment of **high.**

252. However, embedded mitigation, in the form of a Community Engagement Manager, is expected to reduce the magnitude of impact. This includes creating a dedicated feedback channel for communities, considering local sensitivities and minimising disruption (e.g. from transport, noise, access). Key to this approach will be transparency, supported by regular updates and local legacy reports.

253. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.8.1.1.3 Significance of Socio-cultural Effects (Marshalling and Assembly Port)

254. The Kishorn TTWA has been assessed as high sensitivity and in the absence of embedded mitigation the socio-cultural impact has been assessed as high and as a result this impact has been assessed as temporary **major adverse** which is **significant** in EIA terms.

255. Given the embedded mitigation, the socio-cultural impact has been assessed as negligible magnitude and as a result this impact has been assessed as temporary **minor adverse** which is **not significant** in EIA terms.

18.10.1.8.1.2 Marine Operations Base (Impact 8: Socio-cultural Effects)

18.10.1.8.1.2.1 Sensitivity of Local Area to Socio-cultural Impacts (Marine Operations Base)

256. The Bendoran local area has the smallest population of the potential marine operations ports and has therefore been identified as the most sensitive with a population of 1,282 and so has been assessed as **high** sensitivity.

18.10.1.8.1.2.2 Magnitude of Socio-Cultural Impacts (Marine Operations Base)

257. The primary driver of impacts on communities will be the number of transient workers, which is expected to equal 46. This represents an increase of 3.0% of the Bendoran local area's population. which meets the threshold for a magnitude assessment of **high**.

258. However, embedded mitigation, in the form of a Community Engagement Manager, is expected to reduce the magnitude of impact. This includes creating a dedicated feedback channel for communities, considering local sensitivities and minimising disruption (e.g. from transport, noise, access). Key to this approach will be transparency, supported by regular updates and local legacy reports.

259. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.8.1.2.3 Significance of Socio-cultural Effects (Marine Operations Base)

260. The Bendoran local area has been assessed as high sensitivity and socio-cultural impact has been assessed as high and as a result this impact has been assessed as temporary **minor adverse** which is **not significant** in EIA terms.

18.10.1.8.2 O&M (Impact 8: Socio-cultural Effects)

18.10.1.8.2.1 O&M Port (Impact 8: Socio-cultural Effects)

18.10.1.8.2.1.1 Sensitivity of Local Area to Socio-cultural Impacts (O&M Port)

261. Campbeltown and Machrihanish TTWA is considered to have **high** sensitivity to socio-cultural change in the context of long-term O&M activity. This is because, it has the smallest population of the potential O&M ports, with a TTWA population of 7,430.

18.10.1.8.2.1.2 Magnitude of Socio-Cultural Impacts (O&M Port)

262. The magnitude of impact during this phase is expected to be **negligible**, as there will be no increase in transient population in the long term in this phase of activity relating to the WDA.

18.10.1.8.2.1.3 Significance of Socio-cultural Effects (O&M Port)

263. In the short term, the socio-cultural effects are anticipated to be adverse for the construction phase of the WDA given population size and the effect of transient workers however, in the long term the effects for O&M activity is permanent **minor beneficial** which is **not significant** in EIA terms, as presented in **Table 18.30** below.

18.10.1.8.3 Summary (Impact 8: Socio-cultural Effects)

264. The socio-cultural effects are summarised in **Table 18.30**.

Table 18.30 Summary of Impact 8: Socio-cultural Effects

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Kishorn)	High	Negligible	Minor adverse	n/a	Minor adverse
	Marine Operations Base (Bendoran)	High	Negligible	Minor adverse	n/a	Minor adverse
O&M	O&M Port (Campbeltown and Machrihanish)	High	Negligible	Minor beneficial	n/a	Minor beneficial

18.10.1.9 Impact 9: Tourism

18.10.1.9.1 Sensitivity of Local Areas to Tourism Impacts

265. The sensitivity of tourism areas has been assessed based on the criteria set out in **Table 18.11**, which includes factors such as how reliant the tourism sector is on specific attractions/markets which are based on environmental conditions, as well as whether the sector is growing.

266. Colonsay has a diverse range of key features that contribute to its success, including its wildlife, heritage, landscape, scenery and culture. While some features, such as Kiloran Bay, may be based partly on environmental factors, the island has a strong wider offering and is not overly reliant on the seascape. Passenger numbers have increased by 5% since 2022 (CalMac, 2026). Given the diversity of features which are not reliant on environmental conditions and the growth in visitor numbers, the sensitivity has been assessed as **low**.

267. The most important attraction on Islay is the whisky sector, with a large number of distilleries located across the island, particularly in the south. Visitors also engage in activities such as bird-watching,

boat tours, watersports and swimming, visiting cultural and heritage attractions and festivals. While watersports and beaches are attractive features that may be partly affected by environmental conditions, the main attracted for visitors is the whisky sector, which is not affected by environmental conditions. Passenger numbers have remained stable since 2022 (CalMac, 2026). Given the attractiveness of features (e.g. the whisky sector) which are not reliant on environmental conditions, the sensitivity has been assessed as **low**.

268. Features of Jura's offering include its whisky distillery, wildlife and natural features (e.g. the Paps of Jura, the Corrvreckan Whirlpool) as well as its history and festivals. While some natural features, such as the Paps of Jura, may be partly reliant on environmental conditions, the island has a wider array of features which are not dependent on environmental conditions. On this basis, the sensitivity has been assessed as **low**.

269. Mull has a number of key features, including wildlife, historical sites such as Duart Castle, boat trips to Fingal's cave on Staffa, Tobermory and the surrounding area, and its mountains and bays. While some features, such as the mountains and bays may be partly reliant on environmental conditions, the majority of features, such as its historical sites, are not. Passenger numbers have increased by 2.6% since 2022 (CalMac, 2026). Given the diversity of features which are not reliant on environmental conditions, the sensitivity has been assessed as **low**.

270. Iona is only reachable from Mull, where it typically forms part of a day trip. Visitors generally visit Iona Abbey, a key site in early Christianity, as well as the island's sandy beaches with views towards the sea and dramatic coastlines, and environmental factors partly contribute to the attractiveness of this feature. The remoteness and tranquillity of the island are also key attractions. Passenger numbers have increased by 11% since 2022 (CalMac, 2026). Given the growing number of visitors and the diversity of key features (including the Abbey and remoteness of the island), the sensitivity has been assessed as **low**.

18.10.1.9.2 Magnitude of Tourism Impacts

271. A tourism impact could occur if visitors change their behaviour in response to a change in the environment. As well as considering potential pathways that could result in a change in visitor behaviour, such as visual impacts, a literature review has considered the relationship between offshore windfarms and tourism.

272. The most recent and comprehensive review of the topic is a 2021 study by academics at Oxford Brookes University (Glasson, Durning, & Welch, 2021), who considered the relationship between offshore windfarms and tourism, and included a literature study, a review of Environmental Statements and case studies.

273. The literature review concluded that the overall impact 'appears relatively benign and is sometimes positive', citing the potential for visitor centres and boat trips. No evidence from the literature suggested a negative relationship. A review of EIAs of offshore wind developments across the UK and a number of EU states have largely predicted minor/negligible impacts, pointing to potential landscape and visual impacts. However, this is based on perceptions rather than behaviour or views of visitors once developments have been built.

274. As part of the Oxford Brookes University research (Glasson, Durning, & Welch, 2021), surveys were undertaken of visitors at four locations across the UK that have views of offshore windfarms, which included Aberdeen, Great Yarmouth, Brighton and North Wales. These found that very few visitors made negative comments, the majority of responses were neutral, and several were positive, for

example commenting on the attractiveness of the windfarm. This suggests that the impact of offshore windfarms on visitors' behaviour is limited.

275. Similarly, analysis by BiGGAR Economics, conducted as part of the assessment of ScottishPower Renewables' East Anglia One Offshore Wind Farm (BiGGAR Economics, 2020), assessed trends in tourism employment in areas with views of offshore windfarms. The analysis considered employment in the tourism sector before and after the development of an offshore windfarm in nine districts and two areas of outstanding national beauty with views of offshore windfarms. The analysis found that there was no relationship between views of offshore windfarms and tourism employment in these areas, which typically changed in line with the wider region.

276. The assessment has considered the islands where significant visual and landscape effects have been identified in **Chapter 16 Seascape, Landscape and Visual Impact Assessment**, while considering the evidence on the relationship between wind farms and tourism. Following the approach in **Chapter 16 Seascape, Landscape and Visual Impact Assessment** effects are considered to be the same across the construction, O&M and decommissioning phases.

277. Significant landscape and visual effects have been identified on receptors in Colonsay and Oronsay, from a distance of around 14-17 km. This has the potential to affect the attractiveness of the beaches, particularly on the western shore of the island (e.g. Kiloran Bay), though it would not affect features such as wildlife, local heritage, community and walking. Given the majority of features would be unaffected, the impact has been assessed as **low**.

278. Significant landscape and visual effects have been identified on receptors in northwest Islay at distances of 17-39 km. This may affect beaches in the northwest, though areas in the south and east. and other features, such as whisky, wildlife and heritage, would be unaffected. Given the majority of features would be unaffected, the impact has been assessed as **low**.

279. Significant landscape and visual effects have been identified on receptors on Jura at distances of 33-34 km, including from the remote southern shore of Loch Tarbert and the summit of Beinn an Oir. Given the mountainous terrain on the western half of Jura, it is anticipated that the more populated eastern half of the island would not be affected. As a result, no change is expected to key features of the island's visitor offering, including its wildlife, heritage and festivals. Therefore, the impact has been assessed as **negligible**.

280. Significant landscape and visual effects have been identified on receptors in southwest Mull at distances of 21-24 km. While this may affect beaches and other outdoor spaces in the southwest of Mull, it is not anticipated to affect other parts of the island, such as the east and north, or areas with a greater level of tourism infrastructure, such as Tobermory, nor is it expected to affect key features such as wildlife and heritage. Given the majority of features would be unaffected, the impact has been assessed as **low**.

281. Significant landscape and visual effects have been identified on a receptor in Iona at a distance of 25 km. Key features such as its remoteness and Iona Abbey would be unaffected. Though there may be environmental effects on beaches on the island's west coast, other aspects such as the ruggedness of the coastline would be unaffected. On this basis, the impact has been assessed as **low**.

18.10.1.9.3 Significance of Tourism Impacts

282. The sensitivity of Colonsay and Oronsay's tourism economy has been assessed as low and the magnitude of impact during the construction, O&M and decommissioning phases has been assessed

as low. The effect on tourism has therefore been assessed as **minor adverse**, which is **not significant** in EIA terms.

283. The sensitivity of Islay's tourism economy has been assessed as low and the magnitude of impact during the construction, O&M and decommissioning phases has been assessed as low. The effect on tourism has therefore been assessed as **minor adverse**, which is **not significant** in EIA terms.

284. The sensitivity of Jura's tourism economy has been assessed as low and the magnitude of impact during the construction, O&M and decommissioning phases has been assessed as negligible. The effect on tourism has therefore been assessed as **negligible adverse**, which is **not significant** in EIA terms.

285. The sensitivity of Mull\s tourism economy has been assessed as low and the magnitude of impact during the construction, O&M and decommissioning phases has been assessed as low. The effect on tourism has therefore been assessed as **minor adverse**, which is **not significant** in EIA terms.

286. The sensitivity of Iona's tourism economy has been assessed as low and the magnitude of impact during the construction, O&M and decommissioning phases has been assessed as low. The effect on tourism has therefore been assessed as **minor adverse**, which is **not significant** in EIA terms.

18.10.1.10 Impact 10: Changes to Commercial Fisheries

287. **Chapter 12 Commercial Fisheries** has considered potential effects on commercial fishing across the construction, O&M and decommissioning effects. Such effects could have socio-economic consequences if the WDA reduces the value of fish caught be commercial fisheries.

288. The assessment presented in **Chapter 12 Commercial Fisheries** considered a range of impacts, including reduction in accessed to fishing grounds, displacement leading to gear conflict or increased fishing pressure, displacement or disruption of commercial sources, increased vessel traffic leading to interference and gear snagging leading to loss of earnings. This was assessed for a number of receptors, including UK and Irish crab and lobster, UK potting targeting nephrops, UK otter trawl and UK and non-UK demersal trawl.

289. While significant effects were initially identified during the construction and decommissioning phase on UK potting targeting crab and lobster from reduced access to the WFA and displacement leading to gear conflict or increased fishing pressure, these will be mitigated by disruption agreements and therefore no significant effects have been identified.

290. Therefore, **no significant** secondary socio-economic effects on commercial fisheries are expected to occur to the WDA.

18.10.1.11 Impact 11: Changes to Shipping and Marine Recreation

291. As discussed within **Chapter 13 Shipping and Navigation**, potential effects have been identified on a route operated by DFDS, a Danish ferry and logistics company, and bulk carriers operating out of the Glensanda Quarry.

292. The vessels operated by DFDS transit between Skogn in Norway and either Belfast or Greenock, with transit cycles every three or four weeks on average, and the route passes through the WDA. It is anticipated that to avoid the WDA a deviation of 1.5 nautical miles would be necessary, equivalent to less than 1% of the total distance.

293. Such a change is not expected to be large enough to affect the value of trade between Norway and Northern Ireland/Scotland, and therefore no downstream economic impacts are expected.

294. The Glensanda Quarry is operated by Holcim, and is located on the Morvern Peninsula, where uniquely it is only accessible by water. It employs around 200 people and mines granite and a range of aggregates.

295. There are regular transits from the Port of Glensanda to a range of ports such as Liverpool, Amsterdam and Norwegian ports. A small number of these transits were observed to pass through the WDA, in the data studied within **Chapter 13 Shipping and Navigation**. However, consultation with the port indicates the majority of transits pass through the Sound of Mull further north and therefore avoid the WDA. This consultation with the Port suggests that this will not meaningfully affect operations, and therefore no downstream economic impacts are expected.

18.10.1.12 Impact 12: Impact on the Whisky Sector

296. In some of the local areas considered as potential port locations whisky is an important industry and if there were disruption to transport networks or labour markets, that could have an adverse impact on the sector.

18.10.1.12.1 Construction (Impact 12: Impact on the Whisky Sector)

18.10.1.12.1.1 Marine Operations Base (Impact 12: Impact on the Whisky Sector)

18.10.1.12.1.1.1 Sensitivity of Local Area to Whisky Sector Impact (Marine Operations Base)

297. Of the three marine operations base locations being considered, two are in areas with a prominent whisky sector. Mull has the Tobermory distillery, while Islay has several distilleries, including Ardbeg, Ardnahoe, Bowmore, Bruichladdich, Bunnahabhain, Caol Ila, Kilchoman, Lagavulin, Laphroaig and Port Ellen. Given the importance of whisky to Islay's economy, Islay's whisky sector is likely to be more sensitive to change than would be the case for Mull.

298. These distilleries are located across the island, including near Port Ellen on the south coast, Bowmore in the centre of island, and near Port Askaig on the east coast opposite Jura. Islay is considered to be a distinctive location that is heavily associated with whisky, attracting international tourists who visit distilleries for tours and employing a large proportion of the workforce in the local area.

299. Whisky production is a capital-intensive industry, with upfront investments needed for raw materials and equipment and typical production times that may take over a decade, requiring a skilled workforce. In contrast whisky retailing and tours is typically more labour intensive.

300. Whisky is important to the island's economy; the wide array of distilleries and the sector's high value suggest that it is likely to be of **high** sensitivity.

18.10.1.12.1.1.2 Magnitude of Whisky Sector Impact (Marine Operations Base)

301. There may be an impact on the whisky industry on Islay if activity at the marine operations base results in disruption to transport networks needed for the import of raw materials/equipment or export of finished whisky products. However, this effect is likely to be limited to certain time periods when port capacity is being used. In the long term, investment in infrastructure (e.g. port investments) may increase capacity and reduce operating costs.

302. There may also be difficulties in recruiting staff due to people working on contracts related to the WDA, as discussed in **Section 18.10.1.4**. Given the specialist skills and high pay associated with whisky production (e.g. process engineers, managers and technical roles) it is unlikely that production will be affected. If there were labour market challenges for the whisky sector, it is more

likely that they would be in roles such as tours and retail, rather than production. Overall, it is anticipated that the magnitude of impact on the whisky sector on Islay would be **low**.

303. However, embedded mitigation, in the form of a Community Engagement Manager, is expected to reduce the magnitude of impact. Actions will include collaborating with regional stakeholders (e.g. on workforce projections), co-ordinating infrastructure use (e.g. ports) and developing housing approaches that reduce pressure on local housing stock. The Applicant will also develop a dedicated skills strategy to expand the workforce. In addition, the Applicant is expected to upgrade infrastructure, benefiting the sector in the long-run.

304. Therefore, given the embedded mitigation and enhancement, the magnitude of impact would be **negligible**.

18.10.1.12.1.1.3 Significance of Whisky Sector Impact (Marine Operations Base)

305. Given the whisky sector on Islay has a high sensitivity and the impact has been assessed as negligible, the effect would be temporary **minor adverse** and is **not significant** in EIA terms.

18.10.1.12.2 O&M (Impact 12: Impact on the Whisky Sector)

18.10.1.12.2.1 O&M Port (Impact 12: Impact on the Whisky Sector)

18.10.1.12.2.1.1 Sensitivity of Local Areas to Whisky Sector Impact (O&M Port)

306. Of the three O&M ports being considered, the location with the most prominent whisky sector is the Campbeltown and Machrihanish TTWA. Campbeltown was once had dozens of whisky distilleries and now has three: Springbank Distillery, the small Glen Scotia Distillery and recently reopened Glengyle Distillery.

307. While whisky plays an important role (including in attracting visitors), the relative size of the whisky sector compared to the overall economy and access to raw materials through the port and the road network, suggests that it will not be too sensitive to changes in the wider economy. Therefore, the sensitivity has been assessed as **low**.

18.10.1.12.2.1.2 Magnitude of Whisky Sector Impact (O&M Port)

308. Activity associated with the O&M port, if Campbeltown and Machrihanish was selected, has the potential to disrupt transportation of raw materials/equipment and finished whisky products, as well as affect recruitment of staff.

309. Given the long-term nature of the O&M port, it is anticipated that there will be limited effects on transportation and that new employees can be accommodated without affecting recruitment for the whisky sector.

310. On this basis, it is anticipated that the impact on the whisky sector in the Campbeltown and Machrihanish TTWA would be **negligible**.

18.10.1.12.2.1.3 Significance of Whisky Sector Impact (O&M Port)

311. Given the whisky sector at Campbeltown and Machrihanish has a low sensitivity and the impact has been assessed as negligible, the effect would be permanent **negligible adverse** and is **not significant** in EIA terms.

18.10.1.12.3 Summary (Impact 12: Whisky Sector Impact)

312. The effects of impacts on the whisky sector are summarised in **Table 18.31**.

Table 18.31 Summary of Impact 12: Whisky Sector Impact

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marine Operations Base (Port Ellen)	High	Negligible	Minor adverse	n/a	Minor adverse
O&M	O&M Port (Campbeltown and Machrihanish)	Low	Low	Negligible adverse	n/a	Negligible adverse

18.10.1.13 Impact 13: Impact on the Crofting

313. Crofting is a system of guaranteed land tenure in parts of the Highlands and Islands, and the WDA has the potential to affect crofters if crofters are employed at one of the ports selected.

18.10.1.13.1 Construction (Impact 13: Impact on the Crofting)

18.10.1.13.1.1 Marshalling and Assembly Port (Impact 13: Impact on the Crofting)

18.10.1.13.1.1.1 Sensitivity of Local Area to Impacts on Crofting (Marshalling and Assembly Port)

314. Crofting is a key part of rural life in the Western Isles, where Arnish is located, and Wester Ross, where Kishorn is located, and therefore both areas have been considered.

315. Crofters have guaranteed land tenure, which means that they cannot be evicted from their land. While they often generate income from the land, typically it is not their sole source of income, but instead a base from which to pursue other employment opportunities. As a result, they rely on wider sources of employment to sustain their livelihood, which the croft alone could not support. In turn, crofters support a range of industries in the north and west of Scotland, playing a vital role in supporting industries in rural areas with fragile economies (BiGGAR Economics, 2024).

316. While they have guaranteed land tenure and a form of security, crofters are reliant on wider sources of employment and therefore the crofting community has been assessed as **low** sensitivity.

18.10.1.13.1.1.2 Magnitude of Impacts on Crofting (Marshalling and Assembly Port)

317. The main impact of the WDA on crofting is expected to be the increased employment opportunities associated with offshore wind. This is expected to be beneficial, though the impact will depend on the extent to which crofters take up employment opportunities.

318. In line the worst-case scenario, it has been assumed that a limited number of opportunities will be taken up by crofters. Therefore, the impact has been assessed as **negligible**.

18.10.1.13.1.1.3 Significance of Impacts on Crofting (Marshalling and Assembly Port)

319. In the Kishorn TTWA and Arnish TTWA, the sensitivity of the crofting community has been assessed as medium, and the magnitude of impact has been assessed as low. On this basis, the effect has been assessed as temporary **beneficial minor** and is **not significant** in EIA terms.

18.10.1.13.1.2 Marine Operations Base (Impact 13: Impact on the Crofting)

18.10.1.13.1.2.1 Sensitivity of Local Area to Impacts on Crofting (Marine Operations Base)

320. Crofting is an important part of life on Islay and Mull and in the area around Oban. As with the marshalling and assembly port due to its guaranteed land tenure but reliance on wider sources of crofters of employment the crofting community means that they are likely to have **medium** sensitivity.

18.10.1.13.1.2.2 Magnitude of Impacts on Crofting (Marine Operations Base)

321. The main impact of the WDA on crofting is expected to be the increased employment opportunities associated with offshore wind. This is expected to be beneficial, though the impact will depend on the extent to which crofters take up employment opportunities.

322. In line the worst-case scenario, it has been assumed that a limited number of opportunities will be taken up by crofters. Therefore, the impact has been assessed as **negligible**.

18.10.1.13.1.2.3 Significance of Impacts on Crofting (Marine Operations Base)

323. On Islay and Mull and at Oban, the sensitivity of the crofting community has been assessed as medium, and the magnitude of impact has been assessed as low. On this basis, the effect has been assessed as temporary **beneficial minor** and is **not significant** in EIA terms.

18.10.1.13.2 O&M (Impact 13: Impact on the Crofting)

18.10.1.13.2.1 O&M Port (Impact 13: Impact on the Crofting)

18.10.1.13.2.1.1 Sensitivity of Local Area to Impacts on Crofting (O&M Port)

324. Crofting is an important part of life in the Campbeltown and Machrihanish TTWA. As with the construction ports due to its guaranteed land tenure but reliance on wider sources of crofters of employment the crofting community means that they are likely to have **medium** sensitivity.

325. Magnitude of Impacts on Crofting (O&M Port)

326. The main impact of the WDA on crofting is expected to be the increased employment opportunities associated with offshore wind. This is expected to be beneficial, though the impact will depend on the extent to which crofters take up employment opportunities.

327. In line the worst-case scenario, it has been assumed that a limited number of opportunities will be taken up by crofters. Therefore, the impact has been assessed as **negligible**.

18.10.1.13.2.1.2 Significance of Impacts on Crofting (O&M Port)

328. In the Campbeltown and Machrihanish TTWA, the sensitivity of the crofting community has been assessed as low, and the magnitude of impact has been assessed as low. On this basis, the effect has been assessed as temporary **minor beneficial** and is **not significant** in EIA terms.

18.10.1.13.3 Summary (Impact 13: Impacts on Crofting)

329. The effects of impacts on the crofting community are presented in **Table 18.32**.

Table 18.32 Summary of Impact 13: Impacts on Crofting

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Marshalling and Assembly Port (Arnish/Kishorn)	Medium	Low	Minor beneficial	n/a	Minor beneficial
	Marine Operations Base (Port Ellen/Bendoran/ Oban)	Medium	Low	Minor beneficial	n/a	Minor beneficial
O&M	O&M Port (Campbeltown and Machrihanish)	Medium	Low	Minor beneficial	n/a	Minor beneficial

18.10.1.14 Decommissioning Phase

330. The decommissioning phase is expected to take place in the 2060s or 2070s, and it is not possible to assess the future baseline or consider which ports, if any, will be used to support decommissioning.

331. The impacts are expected to be of a similar nature to construction impacts at the marshalling and assembly port (i.e. short-term, requiring large amounts of laydown space), but on a much smaller scale due to the less complicated nature of the work required. It may be that the areas around these ports are more built up due to the development of the offshore wind sector.

332. As a result, the economic and social impact of decommissioning in local areas has not been considered.

18.10.2 Combined Assessment: Windfarm Development Area, Offshore Export Cable Corridor and Onshore Development Transmission Development Area

333. This section considers the impacts associated with the WDA in combination with Offshore ECC and OnTDA. While the Offshore ECC and OnTDA are expected to generate economic impacts in Scotland and the UK, it is not anticipated that they will affect the economic and social impacts created by the WDA in more local areas (e.g. construction ports and O&M ports). As a result, this section focuses on the economic effects of the combined WDA, Offshore ECC and OnTDA (Impact 1: Increase in Employment and GVA).

18.10.2.1 Combined Assessment Impact 1: Increase in Employment and GVA (Scotland and the UK)

18.10.2.1.1 Construction (Impact 1: Increase in Employment and GVA), Combined Assessment

18.10.2.1.1.1 Sensitivity to Increase in Employment and GVA (Scotland and the UK)

334. As discussed in **Section 18.10.1.1**, the Scottish economy is large and diverse, although less than the UK and therefore has been assessed as **low** sensitivity.

335. Similarly, the UK economy is large and diversified and has therefore been assessed as **negligible** sensitivity.

18.10.2.1.1.2 Magnitude of Increase in Employment and GVA (Scotland and the UK)

336. The WDA forms part of the Project, which includes onshore and offshore elements required to connect to the grid. This will also generate economic impacts during the construction phase.

337. The approach to assessing the magnitude of impact for the Project was the same as for the WDA (**Section 18.10.1.1.2**) with the distinction that total employment in construction and O&M will be higher as the Project is evaluated as a whole rather than just the WDA.

338. It was estimated that this could support £1,105 million GVA and 14,250 years of employment in Scotland, with a peak employment of 4,750. This would represent 3.5% of the Scottish construction sector's employment (**Section 18.7.1.1**), which is equal or greater than 1.0% and so the magnitude of impact has been assessed as **high**.

339. It was also estimated that this could support £3,064 million GVA and 43,470 years of employment in the UK, with a peak employment of 14,490. This would represent around 0.9% of the UK's construction sector employment (**Section 18.7.1.1**) and as it falls between 0.5% and 1.0% the magnitude of impact has therefore been assessed as **medium**.

340. More information is provided in Section 4.2.1 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.33 Construction of Project, GVA and Employment, Scotland and the UK

	Scotland	UK (including Scotland)
Total GVA	£1,105 m	£3,064 m
Total Employment (Years of employment)	14,250	43,470
Peak Employment	4,750	14,490

18.10.2.1.1.1.3 Significance of Increase in Employment and GVA (Scotland and the UK)

341. The sensitivity of the Scottish economy has been assessed as low**,** and the magnitude of impact as high. The effect has therefore been assessed as temporary **moderate beneficial** significance, which is **significant** in EIA terms.

342. The sensitivity of the UK economy has been assessed is negligible**,** and the magnitude of impact as medium. The effect has therefore been assessed as temporary **negligible beneficial** significance, which is **not significant** in EIA terms.

18.10.2.1.2 O&M (Impact 1: Increase in Employment and GVA), Combined Assessment

18.10.2.1.2.1.1 Sensitivity to Increase in Employment and GVA (Scotland and the UK)

343. As for the WDA assessment, the Scottish economy has been assessed as low sensitivity and the UK economy has been assessed as **negligible** sensitivity.

18.10.2.1.2.1.2 Magnitude of Increase in Employment and GVA (Scotland and the UK)

344. Based on the SCDS, it is expected that the annual O&M expenditure associated with the Project will be £68 million. Of this, it was assumed that contracts worth £51 million and £61 million would be secured in Scotland and the UK respectively.

345. It was estimated that this could support £30 million GVA and 400 jobs in Scotland. This accounts for 0.3% of total employment in the Scottish construction sector (**Section 18.7.1.1**), and because it is between 0.25% and 0.5% the effect has been assessed as **low**.

346. It was estimated that this could support £56 million GVA and 760 jobs in the UK. This accounts for less than 0.1% of total employment in the UK construction sector (**Section 18.7.1.1**), and therefore since the change is less than 0.25% the effect has been assessed as **negligible**.

347. More information is provided in Section 4.2.2 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.34 Project O&M Annual Spending, GVA and Employment Impact (Jobs), Scotland and the UK

	Scotland	UK (including Scotland)
Turnover	£51 m	£61 m
Total GVA	£30 m	£56 m
Total Employment	400	760

18.10.2.1.2.1.3 Significance of Increase in Employment and GVA (Scotland and the UK)

348. The sensitivity of the Scottish economy has been assessed as low**,** and the magnitude of impact as low. The effect has therefore been assessed as permanent **minor beneficial** significance, which is **not significant** in EIA terms.

349. The sensitivity of the UK economy has been assessed as negligible**,** and the magnitude of impact as negligible. The effect has therefore been assessed as permanent **negligible beneficial** significance, which is **not significant** in EIA terms.

18.10.2.1.3 Decommissioning (Impact 1: Increase in Employment and GVA), Combined Assessment

18.10.2.1.3.1.1 Sensitivity to Increase in Employment and GVA (Scotland and the UK)

350. As for the WDA assessment, the Scottish economy has been assessed as low sensitivity and the UK economy has been assessed as **negligible** sensitivity.

18.10.2.1.3.1.2 Magnitude of Increase in Employment and GVA (Scotland and the UK)

351. The WDA forms part of the wider Project, which includes the offshore and onshore works required to connect to the grid. This will also generate economic impacts during the decommissioning phase.

352. Based on the SCDS, it is expected that the decommissioning expenditure associated with the Project will be £650 million. Of this, it was assumed that contracts worth £195 million would be secured in Scotland and the UK respectively.

353. It was estimated that this could support £105 million GVA and 1,260 jobs in Scotland. This accounts for around 0.9% of employment in the construction sector (**Section 18.7.1.1**), and because it falls between 0.5% and 1.0% the effect has been assessed as **medium**.

354. It was also estimated that this could support £159 million GVA and 1,930 jobs in the UK. This accounts for around 0.1% of employment in the construction sector (**Section 18.7.1.1**), and therefore the effect has been assessed as **negligible** as it is less than 1.0%.

355. More information is provided in Section 4.2.3 of **Appendix 18.1 Socio-economics Technical Report**.

Table 18.35 Project Decommissioning Expenditure, GVA and Employment Impact, Scotland and the UK

	Scotland	UK (including Scotland)
Expenditure	£195 m	£195 m
Total GVA	£105 m	£159 m
Total Employment	1,260	1,930

18.10.2.1.3.1.3 Significance of Increase in Employment and GVA (Scotland and the UK)

356. The sensitivity of the Scottish economy has been assessed as low**,** and the magnitude of impact as medium. The effect has therefore been assessed as temporary **minor beneficial**, which is **not significant** in EIA terms.

357. The sensitivity of the UK economy has been assessed as negligible, and the magnitude of impact as negligible. The effect has therefore been assessed temporary **negligible beneficial**, which is **not significant** in EIA terms.

18.10.2.1.4 Summary of Effects of Combined Assessment

358. The summary of effects from the combined impact of the Project can be seen in **Table 18.36**. The assessment found temporary beneficial significance effects throughout the construction phase of the Project in Scotland.

Table 18.36 Summary of Effects of Combined Assessment

Phase	Receptor	Sensitivity	Magnitude	Significance of Effect	Additional Mitigation	Residual Effect
Construction	Scotland	Low	High	Moderate beneficial	n/a	Moderate beneficial
	UK	Negligible	Low	Negligible beneficial	n/a	Negligible beneficial
O&M	Scotland	Low	Low	Minor beneficial	n/a	Minor beneficial
	UK	Negligible	Negligible	Negligible beneficial	n/a	Negligible beneficial
Construction	Scotland	Low	Medium	Minor beneficial	n/a	Minor beneficial
	UK	Negligible	Low	Negligible beneficial	n/a	Negligible beneficial

18.10.2.2 Combined Assessment Summary

359. Overall, it is anticipated that there will be a moderate beneficial economic impact in Scotland during the construction phase. No other significant combined assessment effects have been identified.

Table 18.37 Socio-economics combined assessment summary

Receptor/Topic	WDA Residual Effect	Combined Assessment
C* Impact 1: Increase in employment and GVA (Scotland)	Significant (Moderate Beneficial)	Significant (Moderate Beneficial)
C* Impact 1: Increase in employment and GVA (UK)	Not Significant (Negligible Beneficial)	Not significant (Negligible Beneficial)
O&M* Impact 1: Increase in employment and GVA (Scotland)	Not Significant (Negligible Beneficial)	Not significant (Negligible Beneficial)
O&M* Impact 1: Increased in employment and GVA (UK)	Not Significant (Negligible Beneficial)	Not significant (Negligible Beneficial)
D* Impact 1: Increase in employment and GVA (Scotland)	Not Significant (Minor Beneficial)	Not significant (Minor Beneficial)
D* Impact 1: Increase in employment and GVA (UK)	Not Significant (Negligible Beneficial)	Not significant (Negligible Beneficial)
* C = Construction, O&M = Operation and Maintenance, D = Decommissioning		

18.11 CUMULATIVE EFFECTS

18.11.1 Screening of Potential Cumulative Impacts

360. The first step in the CEA is the screening / identification of the whole-Project impacts that could have a cumulative effect with other plans, projects and activities (described as 'impact screening'). This information is set out in **Table 18.38** together with a consideration of the confidence in the data that is available to inform a detailed assessment and the associated rationale.

361. It is anticipated that there will be cumulative effects associated with the economic impact of offshore windfarms at Scottish and UK levels, as well as for marshalling and assembly ports, which are likely to be used by other offshore windfarms. As a result, cumulative social impacts at marshalling and assembly ports have been considered.

362. Due to their location on the west coast, where few offshore windfarms are planned, there are not expected to be any cumulative effects associated with either the marine operations base or the O&M port, and therefore no economic or social impacts have been assessed.

363. Decommissioning impacts are not expected to occur until the 2060s or 2070s, when the baseline may be very different, and it is not guaranteed that any of the ports considered will host decommissioning activity. Therefore, the cumulative economic and social impacts associated with decommissioning have not been assessed.

Table 18.38 Potential cumulative impacts (impact screening)

Impact	Potential for Cumulative Impact	Data Confidence	Rationale
Construction			
Impact 1: Increase in Employment and GVA	Yes	Low	Cumulative impacts may arise from: • An increased Scottish supply chain, increasing economic impact; and • Competition for resources, reducing or delaying economic impact. By developing expertise, the marshalling and assembly port selected may win contracts from other developers and create long-term employment. Due to their distance from other offshore wind developments, it is not expected that there will be any cumulative effects on the marine operations base.
Impact 2: Impacts on Communities	Yes	Low	It is expected that long-term employment opportunities will result in an increase in the resident population and a reduction in the number of transient workers.
Impact 3: Changes to Housing	Yes	Low	Long-term employment may result in long-term changes to demand for housing.
Impact 4: Changes to Labour Market	Yes	Low	Long-term employment may result in sustained change in the labour market.
Impact 5: Changes to Infrastructure and Other Local Services	No	Low	No pathway for cumulative impacts has been identified.
Impact 6: Impacts on Habitability	Yes	Low	It is expected that long-term employment opportunities will increase community sustainability and support a long-term change in demographics.
Impact 7: Interconnecting Influence on Other Places	No	n/a	No pathway for cumulative impacts has been identified.
Impact 8: Socio-cultural	Yes	Low	It is expected that long-term employment

Impact	Potential for Cumulative Impact	Data Confidence	Rationale
Effects			opportunities will have a long-term change on the community.
Impact 9: Changes to Tourism	No	n/a	No pathway for cumulative impacts has been identified.
Impact 10: Changes to Commercial Fisheries	No	n/a	No pathway for cumulative impacts has been identified.
Impact 11: Changes to Shipping and Marine Recreation	No	Low	No pathway for cumulative impacts has been identified.
Impact 12: Impacts on Whisky Sector	No	n/a	No pathway for cumulative impacts has been identified.
Impact 13: Impacts on Crofting	No	n/a	No pathway for cumulative impacts has been identified.
O&M			
Impact 1: Increase in Employment and GVA	Yes	Low	The development of the offshore wind sector may lead to greater expertise in O&M at the Scottish and UK levels, supporting a larger supply chain. Due to the location of the WDA and the distance of the potential O&M ports from other offshore windfarms, it is not expected that there will be any cumulative effects on the O&M port.
Impact 2: Impacts on Communities	No	n/a	No pathway for cumulative impacts has been identified.
Impact 3: Changes to Housing	No	n/a	No pathway for cumulative impacts has been identified.
Impact 4: Changes to Labour Market	No	n/a	No pathway for cumulative impacts has been identified.
Impact 5: Changes to Infrastructure and Other Local Services	No	Low	No pathway for cumulative impacts has been identified.
Impact 6: Impacts on Habitability	No	n/a	No pathway for cumulative impacts has been identified.
Impact 7: Interconnecting Influence on Other Places	No	n/a	No pathway for cumulative impacts has been identified.
Impact 8: Socio-cultural Effects	No	n/a	No pathway for cumulative impacts has been identified.
Impact 9: Changes to Tourism	No	n/a	No pathway for cumulative impacts has been identified.
Impact 10: Changes to Commercial Fisheries	No	n/a	No pathway for cumulative impacts has been identified.

Impact	Potential for Cumulative Impact	Data Confidence	Rationale
Impact 11: Changes to Shipping and Marine Recreation	No	Low	No pathway for cumulative impacts has been identified.
Impact 12: Impacts on Whisky Sector	No	n/a	No pathway for cumulative impacts has been identified.
Impact 13: Impacts on Crofting	No	n/a	No pathway for cumulative impacts has been identified.
Decommissioning			
Impact 1: Increase in Employment and GVA	Yes	Low	Cumulative impacts may arise from an increase Scottish and UK supply chain for decommissioning.
Impact 2: Impacts on Communities	Yes	Low	It is expected that long-term employment opportunities will result in an increase in the resident population and a reduction in the number transient workers.
Impact 3: Changes to Housing	Yes	Low	Long-term employment may result in long-term changes to demand for housing.
Impact 4: Changes to Labour Market	Yes	Low	Long-term employment may result in sustained change in the labour market.
Impact 5: Changes to Infrastructure and Other Local Services	No	Low	No pathway for cumulative impacts has been identified.
Impact 6: Impacts on Habitability	Yes	Low	It is expected that long-term employment opportunities will increase community sustainability and support a long-term change in demographics.
Impact 7: Interconnecting Influence on Other Places	No	n/a	No pathway for cumulative impacts has been identified.
Impact 8: Socio-cultural Effects	Yes	Low	It is expected that long-term employment opportunities will have a long-term change on the community.
Impact 9: Changes to Tourism	No	n/a	No pathway for cumulative impacts has been identified.
Impact 10: Changes to Commercial Fisheries	No	n/a	No pathway for cumulative impacts has been identified.
Impact 11: Changes to Shipping and Marine Recreation	No	Low	No pathway for cumulative impacts has been identified.
Impact 12: Impacts on Whisky Sector	No	n/a	No effects on the whisky sector have been identified during the decommissioning phase.
Impact 13: Impacts on Crofting	No	n/a	No pathway for cumulative impacts has been identified.

18.11.2 Screening of Other Plans, Projects and Activities

364. The second screening step in the CEA is the identification of the other plans, projects and activities that may result in cumulative impacts for inclusion in the CEA (described as 'project screening').

365. The socio-economic assessment does not require details of the individual projects, but considers the critical mass of the offshore wind sector (since it is the cumulative scale of the sector rather than specific projects that will determine the scale and nature of the development of a Scottish and UK supply chain to serve the sector).

18.11.3 Cumulative Effects Assessment

18.11.3.1 Cumulative Impact 1: Increase in Employment and GVA

366. An assessment of the likely significance of the cumulative effects of the WDA on socio-economic Study Areas, arising from each identified impact is given below. The cumulative effect on employment and GVA during the construction phase will depend on how two competing forces interact as the sector develops. These are:

- Increased offshore wind supply chains in Scotland and the rest of the UK; and
- Increased competition for resources.

367. There are a number of offshore wind projects being developed across the UK, particularly on the east coast of Scotland (including as part ScotWind and INTOG leasing). There is potential for this to create a critical mass of opportunities that attract manufacturers and other industries, particularly at east coast ports.

18.11.3.1.1.1 Construction (Impact 1: Increase in Employment and GVA)

18.11.3.1.1.1 Supply Chain (Impact 1: Increase in Employment and GVA)

368. As discussed in the legislation, policy and guidance discussion (**Table 18.1**), offshore wind has substantial potential to generate economic impact in Scotland and the UK. For example, the critical mass created by the high number of offshore wind developments may attract multinational companies who manufacture critical components such as blades and cables, increasing economic impact in Scotland and the UK.

369. The WDA is expected to account for around 2 GW of offshore wind, with around 34.7 GW of offshore wind in development as part ScotWind and the INTOG leasing rounds. Investments in the supply chain require certainty that offshore wind projects will be developed and orders will be forthcoming, which is why early stage projects such as the WDA are important for securing these investments.

370. The most adverse scenario is based on the SCDS commitment scenario, which considered pre-existing capability and known, likely future investments at the time of SCDS's production. However, further additional investments are likely as the supply chain develops over time. This includes a factory being built by Sumitomo, a Japanese multinational, to manufacture subsea cables in Highland which is expected to directly employ over 150 people, and a factory proposed by XLCC to manufacture subsea cables in Ayrshire, which is expected to employ 900 people. These factories would employ the equivalent of 0.6% of manufacturing employment in Scotland and less than 0.1% of manufacturing employment in the UK.

371. On this basis, the magnitude of impact in Scotland has been assessed as medium and magnitude of impact in the UK has been assessed as negligible. Combined with a sensitivity assessment of low

for Scotland and negligible for the UK, the significance of effect has been assessed as **minor beneficial** and **not significant** in Scotland, and **negligible beneficial** and **not significant** in the UK.

18.11.3.1.1.2 Increased Competition (Impact 1: Increase in Employment and GVA)

372. Due to the size of the planned offshore wind sector, including ScotWind and INTOG projects, some resources such as ports, manufacturing facilities and skilled workers are likely to be in high demand.

373. Without co-ordination between developers and suppliers, competitive pressure on resources may lead to project delays and a slower build out of offshore wind capacity. However, it is also likely to lead to increased investment in the sector to meet the demand generated by the offshore wind projects. For example, it may lead to new port capacity and manufacturing facilities, and increased efficiency in the sector.

374. Under the most adverse scenario, it is anticipated that there will be a slower build out of offshore wind, although the total activity is expected to be the same.

375. On this basis, the impact is expected to be negligible in Scotland and negligible in the UK. Combined with a sensitivity assessment of low for Scotland and negligible for the UK, the significance of effect has been assessed as **negligible adverse** and **not significant** in Scotland, and **negligible adverse** and **not significant** in the UK.

18.11.3.1.1.3 Marshalling and Assembly Port (Impact 1: Increase in Employment and GVA)

376. While the WDA is likely to lead to substantial economic impacts in the short-term, the industry as a whole has strong demand for the services of marshalling and assembly ports. This means that in combination with other offshore wind projects, the temporary economic impact associated with the marshalling and assembly port will become a long-term impact.

377. On the basis that Hunterston would be the worst-case scenario for economic impacts, the sensitivity has been assessed as medium, while the magnitude has been assessed as high. Therefore, the cumulative effect has been assessed **major beneficial** and **significant**.

18.11.3.1.2 O&M (Impact 1: Increase in Employment and GVA)

18.11.3.1.2.1 Supply Chain (Impact 1: Increase in Employment and GVA)

378. Given the large number of offshore windfarms being built in Scottish and UK waters, the WDA has the potential to support the development of the O&M supply chain, which may increase the share of O&M expenditure that could be secured in the UK. This may include operations hubs, professional services and the manufacture of spare parts. Given the high share of O&M expenditure associated with the WDA that is expected to be secured in Scotland (76%) and the UK (89%), this share is not anticipated to increase substantially in the future.

379. Therefore, the magnitude of impact has been assessed as negligible in Scotland and negligible in the UK. Combined with a sensitivity assessment of low for Scotland and negligible for the UK, the significance of effect has been assessed as **negligible beneficial** and **not significant** in Scotland, and **negligible beneficial** and **not significant** in the UK.

18.11.3.2 Cumulative Impact 2: Impacts on Communities

18.11.3.2.1 Construction (Impact 2: Impacts on Communities)

18.11.3.2.1.1 Marshalling and Assembly Port

380. As discussed in **Section 18.10.1.2**, Kishorn TTWA has been identified as the most sensitive area and has a high sensitivity.

381. It is anticipated that many of Scotland's ports will be required for marshalling and assembly and, given the scale of the investment required, these ports, which include Kishorn, will experience long-term increases in employment. This cumulative, long-term employment is expected to result in a long-term increase in population.

382. This population increase will improve the area's demography, by adding people of working age as well as their families, including children. Given the fall in the area's population, this is expected to be positive. For the WDA, the projected increase in population is 4.8%, and this exceeds the 1% threshold for high magnitude.

383. At Kishorn TTWA, the sensitivity has been assessed as high and potential community impacts have been assessed as high. On this basis, the effect has been assessed as a permanent **major beneficial** effect, which is **significant**.

18.11.3.3 Cumulative Impact 3: Changes to Housing

18.11.3.3.1 Construction (Impact 3: Changes to Housing)

18.11.3.3.1.1 Marshalling and Assembly Port

384. As discussed in **Section 18.10.1.2**, Kishorn TTWA has been identified as the most sensitive area and has a high sensitivity.

385. It is anticipated that many of Scotland's ports will be required for marshalling and assembly and, given the scale of the investment required, these ports, which include Kishorn, will experience long-term increases in employment. This cumulative, long-term employment is expected to result in a long-term increase in population.

386. While housebuilders may not respond to a short-term population changes, due to uncertainty about whether they will be able to sell their property, long-term population changes may result in increased housing supply, which is considered to be one of the main challenges faced by Highland communities (Highland Council, 2024).

387. While other actors would be required to deliver the increase in housing, including Highland Council and building companies, it is expected that the demand created by offshore wind projects at Kishorn could have a medium, beneficial impact on housing in and around Kishorn.

388. Given that Kishorn TTWA has been assessed as highly sensitive to changes in housing and the magnitude of impact has been assessed medium, the effect has been assessed as permanent **moderate beneficial** and is **significant**.

18.11.3.4 Cumulative Impact 4: Changes to Labour Market

18.11.3.4.1 Construction (Impact 4: Changes to Labour Market)

18.11.3.4.1.1 Marshalling and Assembly Port

389. As discussed in **Section 18.10.1.4**, Kishorn TTWA has been identified as the most sensitive area and has a high sensitivity.

390. It is anticipated that many of Scotland's ports will be required for marshalling and assembly and, given the scale of the investment required, these ports, which include Kishorn, will experience long-term increases in employment.

391. As a result, the labour market is likely to adjust to a new equilibrium, increasing the number and type of jobs in the local area. While there may be some short-term disruption, overall this is expected to improve the local labour market by adding employment and diversifying the opportunities available. Given the scale of employment support by the WDA (8.9% of total employment in the TTWA), it is anticipated that the impact will be high**.**

392. At Kishorn TTWA, the sensitivity has been assessed as high and potential labour market impacts have been assessed as high. On this basis, the effect has been assessed as a permanent **major beneficial** effect, which is **significant**.

18.11.3.5 Cumulative Impact 6: Impacts on Habitability

18.11.3.5.1 Construction (Impact 6: Impacts on Habitability)

18.11.3.5.1.1 Marshalling and Assembly Port

393. As discussed in **Section 18.11.3.1**, it is anticipated that in conjunction with other offshore windfarms, there will be a sustained increase in employment around the marshalling and assembly port, leading to a sustained increase in population, who are likely to be of working age.

394. In addition to the people working at the marshalling and assembly port, their spouses and other family members will contribute to the life of the community. This may include family members working in other sectors with shortages, such as health and social care, and the placement of children at schools that often have small and/or declining roll numbers. This is expected to increase the sustainability and therefore habitability of the area.

395. Given Kishorn TTWA has the smallest TTWA population, it is anticipated that it will be most sensitive to change (medium sensitivity). Given a long-term increase in population similar to the WDA of 1.9%, above the 1% threshold, the impact is expected to be high.

396. Given a sensitivity of medium and an impact of high, the cumulative impact has been assessed as permanent **major beneficial** which is **significant**.

18.11.3.6 Cumulative Impact 8: Socio-cultural Effects

18.11.3.6.1 Construction (Impact 8: Socio-cultural Effects)

18.11.3.6.1.1 Marshalling and Assembly Port

397. As discussed in **Section 18.11.3.1**, it is anticipated that in conjunction with other offshore windfarms, there will be a sustained increase in employment around the marshalling and assembly port, leading to a sustained increase in population, who are likely to be of working age.

398. Adverse socio-cultural effects are more likely to arise due to the presence of transient workers in a local population. However, due to the more long-term nature of this employment resultant from sustained demand generated by other offshore wind farm projects, it is less likely that transient workers will be needed, and that staff will integrate into the local community and potentially be recruited from the local community.

399. Given Kishorn TTWA has the smallest TTWA population, it is anticipated that it will be most sensitive to change (medium sensitivity). The magnitude of impact has been assessed as low. On this basis, the effect would be **minor adverse** which is **not significant**.

18.12 TRANSBOUNDARY EFFECTS

400. The transboundary effect assessment considers the socio-economic effects from the WDA on the EEA.

18.12.1 Increase in Employment and Gross Valued

18.12.1.1 Construction

401. During the construction phase of the WDA, in addition to spending in Scotland and the UK, there is expected to be £2.8 billion in expenditure in the EEA.

402. This is expected to lead to beneficial socio-economic effects, generating economic activity and supporting employment in the EEA.

Table 18.39 WDA Construction Expenditure by Area (£m)

Category	EEA	Total
Construction	2,840	5,991

403. While there are likely to be beneficial transboundary effects associated with the WDA given the size of the EEA economy, it is unlikely these effects will be significant.

18.12.1.2 O&M

404. During the O&M phase of the WDA, in addition to spending in Scotland and the UK, there is expected to be £41 million in expenditure in the EEA.

405. This is expected to lead to beneficial socio-economic effects, generating economic activity and supporting employment in the EEA.

Table 18.40 WDA O&M Expenditure by Area (£m)

Category	EEA	Total
O&M	41	406

406. While there are likely to be beneficial transboundary effects associated with the WDA given the size of the EEA economy, it is unlikely these effects will be significant.

18.12.2 Recreational Sailing

407. The Royal Yachting Association has requested that impacts on the recreational sailing in Northern Ireland and north-west Ireland be considered.

408. As part of **Chapter 13 Shipping and Navigation**, a baseline assessment of the area was undertaken which identified a smaller number of recreational vessels passing through the shipping and navigation study area in summer 2024 (though none in winter 2023) as shown in **Figure 13.3** and **Figure 13.4**. It also noted that a number of these tracks were associated with a leg of the Clipper Round the World Yacht Race.

409. No significant effects were identified on shipping and navigation, which included an assessment of vessel displacement, vehicle to vehicle and vehicle to structure collision risk, and reduced access to ports and harbours. Smaller vessels (including recreational vessels) can pass through the site, or around the site.

410. On this basis, no significant effects on recreational shipping are expected.

18.13 INTER-RELATED AND INTERACTING IMPACTS

411. For offshore socio-economics, the inter-related effects are discussed throughout the report where environmental effects from other chapters, such as shipping and navigation, are incorporated into the assessment. Therefore, no potential impacts have been considered within the inter-related and interacting impacts assessment in which there are secondary environmental effects as a result of socio-economic effects.

18.14 POTENTIAL MONITORING REQUIREMENTS

412. To ensure delivery of the intended socio-economic outcomes and assess the effectiveness of mitigation and enhancement measures outlined in the SEAP, a series of monitoring and reporting activities are proposed. These will support transparency, enable adaptive management, and demonstrate progress toward achieving the objectives of the WDA.

413. To **maximise supply chain opportunities**, monitoring will include reporting and keeping track of registrations on the SPR supplier interest portal, the number of local and regional businesses securing contracts, reporting through the SCDS and the creation and promotion of supply chain case studies.

414. For **local employment at ports**, metrics will include the number of local employees engaged and the uptake of training and apprenticeship opportunities by local residents.

415. Monitoring of **placemaking at ports** will focus on identifying and highlighting the benefits realised via infrastructure investments which have served to enhance the local area and port communities.

416. To assess the WDA's impact in **being a good neighbour**, indicators will include the number of local jobs created, levels of economic activity and the extent to which the Community Benefit Fund is delivering measurable local benefits.

417. To **contribute to regional economic development**, monitoring will capture data on the generation of higher-wage, long-term employment and the creation of training opportunities.

418. The Applicant commits to reporting at least every five years throughout the lifespan of the WDA on the mentioned measures.

18.15 SUMMARY

419. **Table 18.41** presents a summary of the assessment of potential effects on socio-economics during the construction, O&M and decommissioning phases of the Project.

420. The socio-economic assessment has identified a number of significant beneficial effects. These include:

- Construction Phase
  - A **major beneficial** economic impact at the marshalling and assembly port (Hunterston);
  - A **major beneficial** economic impact at the marine operations base (Oban);
  - A **moderate beneficial** economic impact on the Scottish economy;
  - A **major beneficial** effect on habitability at the marshalling assembly port (Kishorn);
  - A **major beneficial** effect on habitability at the marine operations base (Bendoran); and
  - A **major beneficial** effect on the rest of Scotland (excluding construction ports) from interconnecting influences.
- O&M Phase
  - A **major beneficial** economic impact at the O&M port (Campbeltown and Machrihanish);
  - A **moderate beneficial** economic impact in Scotland;
  - A **major beneficial** effect on communities at the O&M port (Campbeltown and Machrihanish);
  - A **major beneficial** effect on housing at the O&M port (Campbeltown and Machrihanish);
  - A **major beneficial** effect on the labour market at the O&M port (Campbeltown and Machrihanish); and
  - A **major beneficial** effect on habitability at the O&M port (Campbeltown and Machrihanish).

421. Given the embedded mitigation proposed, no significant adverse socio-economic effects have been identified. In addition, no significant effects were identified on the tourism economies of Colonsay and Oronsay, Islay, Jura, Mull and Iona.

422. It is anticipated that the majority of cumulative effects will be beneficial as the marshalling and assembly port becomes a hub for offshore wind, resulting in long-term employment. As a result, the following significant beneficial cumulative effects have been identified:

- Construction Phase
  - A **moderate beneficial** effect on the Scottish economy;
  - A **major beneficial** economic impact at the marshalling and assembly port (Kishorn);
  - A **major beneficial** effect on communities at the marshalling and assembly port (Kishorn);
  - A **major beneficial** effect on housing at the marshalling and assembly port (Kishorn);
  - A **major beneficial** effect on the labour market at the marshalling and assembly port (Kishorn); and
  - A **major beneficial** effect on habitability at the marshalling and assembly port (Kishorn).

Table 18.41 Summary of potential effects for socio-economics

	Receptor(s)	Relevant Embedded Mitigation Measure	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation and Enhancement	Residual Significance of Effect	Proposed Monitoring	Combined Assessment	Cumulative Residual Significance of Effect
Construction										
Impact 1: Increase in Employment and GVA	UK economy	N/A	Negligible	Medium	Negligible Beneficial	None required	Negligible Beneficial	None required	Not significant	Not significant
	Scottish economy	N/A	Low	High	Moderate Beneficial	None required	Moderate Beneficial	None required	Moderate Beneficial	Moderate Beneficial
	Marshalling and Assembly Port local area (Hunterston)	N/A	Medium	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	Major Beneficial
	Marine Operations Base local area (Oban)	N/A	High	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	**N/A**
Impact 2: Impacts on Communities	Marshalling and Assembly Port local area (Kishorn)	M-44	Medium	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	Major Beneficial
	Marine Operations Base local area (Bendoran)	M-44	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 3: Changes to Housing	Marshalling and Assembly Port local area (Kishorn)	M-44	Medium	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	Major Beneficial
	Marine Operations Base local area (Bendoran)	M-44	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 4: Changes to Labour Market	Marshalling and Assembly Port local area (Kishorn)	M-44, M-45	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	Major Beneficial
	Marine Operations Base local area (Bendoran)	M-44, M-45	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 5: Changes to Infrastructure and Other Local Services	Marshalling and Assembly Port local area (Stornoway/Arnish)	N/A	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Marine Operations Base local area (Bendoran)	N/A	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 6: Impacts on Habitability	Marshalling and Assembly Port local area (Kishorn)	N/A	High	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	Major Beneficial
	Marine Operations Base local area (Bendoran)	N/A	High	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	**N/A**
Impact 7: Interconnecting Influence on Other Places	Scottish economy (excluding local areas)	N/A	Low	High	Moderate Beneficial	None required	Moderate Beneficial	None required	**No combined effect**	**N/A**
Impact 8: Socio-cultural effects	Marshalling and Assembly Port local area (Kishorn)	M-44	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Marine Operations Base local area (Bendoran)	M-44	High	Negligible	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 9: Tourism	Colonsay and Oronsay	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined**	**N/A**

	Receptor(s)	Relevant Embedded Mitigation Measure	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation and Enhancement	Residual Significance of Effect	Proposed Monitoring	Combined Assessment	Cumulative Residual Significance of Effect
									effect	
	Islay	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Jura	N/A	Low	Negligible	Negligible Adverse	None required	Negligible Adverse	None required	**No combined effect**	**N/A**
	Mull	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Iona	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 12: Impact on the Whisky Sector	Marine Operations Base local area (Port Ellen)	M-44, M-45	High	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 13: Impact on Crofting	Marshalling and Assembly Port local area (Kishorn)	N/A	Medium	Low	Minor Beneficial	None required	Minor Beneficial	None required	**No combined effect**	**N/A**
	Marine Operations Base local area (Port Ellen, Bendoran, Oban)	N/A	Medium	Negligible	Minor Beneficial	None required	Minor Beneficial	None required	**No combined effect**	**N/A**
O&M										
Impact 1: Increase in Employment and GVA	UK economy	N/A	Negligible	Negligible	Negligible Beneficial	None required	Negligible Beneficial	None required	Negligible Beneficial	Negligible Beneficial
	Scottish economy	N/A	Low	Low	Minor Beneficial	None required	Minor Beneficial	None required	Minor Beneficial	Minor Beneficial
	O&M Port local area (King George V)	N/A	Low	Negligible	Negligible Beneficial	None required	Negligible Beneficial	None required	**No combined effect**	**N/A**
Impact 2: Impacts on Communities	O&M Port local area (Campbeltown and Machrihanish)	N/A	Medium	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	**N/A**
Impact 3: Changes to Housing	O&M Port local area (Campbeltown and Machrihanish)	N/A	Medium	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	**N/A**
Impact 4: Changes to Labour Market	O&M Port local area (Campbeltown and Machrihanish)	N/A	Medium	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	**N/A**
Impact 5: Changes to Infrastructure and Other Local Services	O&M Port local area (Campbeltown and Machrihanish)	N/A	Medium	Negligible	Negligible Adverse	None required	Negligible Adverse	None required	**No combined effect**	**N/A**
Impact 6: Impacts on Habitability	O&M Port local area (Campbeltown and Machrihanish)	N/A	High	High	Major Beneficial	None required	Major Beneficial	None required	**No combined effect**	**N/A**
Impact 7: Interconnecting Influence on Other Places	Scottish economy (excluding O&M local area)	N/A	Low	Negligible	Negligible Beneficial	None required	Negligible Beneficial	None required	**No combined effect**	**N/A**
Impact 8: Socio-cultural impacts	O&M Port local area (Campbeltown and Machrihanish)	N/A	High	Negligible	Minor Beneficial	None required	Minor Beneficial	None required	**No combined effect**	**N/A**
Impact 9: Tourism	Colonsay and Oronsay	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined**	**N/A**

	Receptor(s)	Relevant Embedded Mitigation Measure	Sensitivity	Magnitude of Impact	Significance of Effect	Additional Mitigation and Enhancement	Residual Significance of Effect	Proposed Monitoring	Combined Assessment	Cumulative Residual Significance of Effect
									effect	
	Islay	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Jura	N/A	Low	Negligible	Negligible Adverse	None required	Negligible Adverse	None required	**No combined effect**	**N/A**
	Mull	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Iona	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
Impact 12: Impact on the Whisky Sector	O&M Port local area (Campbeltown and Machrihanish)	N/A	Low	Low	Negligible Adverse	None required	Negligible Adverse	None required	**No combined effect**	**N/A**
Impact 13: Impact on Crofting	O&M Port local area (Campbeltown and Machrihanish)	N/A	Medium	Low	Minor Beneficial	None required	Minor Beneficial	None required	**No combined effect**	**N/A**
Decommissioning										
Impact 1: Increase in Employment and GVA	UK economy	N/A	Negligible	Negligible	Negligible Beneficial	None required	Negligible Beneficial	None required	Negligible Beneficial	Negligible Beneficial
	Scottish economy	N/A	Low	Low	Minor Beneficial	None required	Minor Beneficial	None required	Minor Beneficial	Minor Beneficial
Impact 9: Tourism	Colonsay and Oronsay	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Islay	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Jura	N/A	Low	Negligible	Negligible Adverse	None required	Negligible Adverse	None required	**No combined effect**	**N/A**
	Mull	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**
	Iona	N/A	Low	Low	Minor Adverse	None required	Minor Adverse	None required	**No combined effect**	**N/A**

REFERENCES

Argyll and Bute Council. (2024, October). Population: Where we Live. Retrieved from Argyll and Bute Council: https://www.argyll-bute.gov.uk/my-community/population-where-we-live [Accessed May 2026]

BBC News. (2024, May 3). Second Turkish-built CalMac ferry given launch date. Retrieved from BBC News: https://www.bbc.co.uk/news/articles/c3gjz8nzr42o [Accessed May 2026]

BiGGAR Economics. (2020). East Anglia One North and Two Offshore Windfarms: Tourism Review.

BiGGAR Economics. (2024). MachairWind Development - Economic and Social Scenarios: Opportunities and Impacts.

BiGGAR Economics. (2024). The Value of Crofting.

CalMac. (2026). Annual Crossings - 2025.

Civil Aviation Authority. (2025). Annual Airport Data 2024 - Table 09 Terminal and Transit Passengers.

Crown Estate Scotland. (2020). Ports for offshore wind: A review of net-zero opportunity for ports in Scotland.

Department of Energy Security and Net Zero. (2025). Clean Power 2030 Action Plan: A new era of clean electricity.

Glasson, J., Durning, B., & Welch, K. (2021). The impacts of offshore wind farms on local tourism and recreation: a research study. Oxford Brookes University.

Highland Council. (2024). Declaring the Highland Housing Challenge and Identifying Solutions to Resolve it.

Islay Development Initiative. (2026, January). Islay Info. Retrieved from Islay Info: https://www.islayinfo.com [Accessed May 2026]

Isle of Jura. (2026, January). Welcome to the Isle of Jura. Retrieved from Isle of Jura: https://isleofjura.scot [Accessed May 2026]

Kantar TNS. (2025). Great Britain Tourist Survey 2024.

Marine Analytical Unit. (2024). General Advice for Socio-Economic Impact Assessment.

Marine Directorate. (2022). Defining 'local area' for assessing impact of offshore renewables and other marine developments: guidance principles.

Marketing Mull and Iona. (2026, January). Visit Isle of Mull and Iona. Retrieved from Visit Isle of Mull and Iona: https://visitmullandiona.co.uk [Accessed May 2026]

National Records of Scotland. (2024a). Mid-2023 Population Estimates Scotland.

National Records of Scotland. (2024b). Projected Population of Scotland: 2022-based.

Offshore Wind Industry Council. (2023). Offshore WInd Skills Intelligence Report.

ONS (2023). 2022-based Principal Population Projections.

ONS (2024). Mid-year Population Estimates 2023.

ONS (2025a). International Passenger Survey 2024.

ONS (2025b). Regional Gross Value Added (balanced) by industry 2023.

ONS (2025c). Annual Survey of Hours and Earnings.

ONS (2025d). Model-based estimates of unemployment 2024.

ONS (2025e). Annual Population Survey 2024.

ONS (2025f). Business Register and Employment Survey 2023.

Public Health Scotland. (2024). Data Zone (2011) Population Estimates 2022.

Scottish Government. (2015). Sectoral Marine Plan.

Scottish Government. (2020). Offshore Wind Policy Statement.

Scottish Government. (2022). National Strategy for Economic Transformation.

Scottish Government. (2023a). National Planning Framework 4.

Scottish Government. (2023b). Draft Energy Strategy and Just Transition Plan.

Scottish Government. (2025a). Sub-Scotland Economic Statistics Database.

Scottish Government. (2025b). Draft Updated Sectoral Marine Plan for Offshore Wind Energy.

Scottish Government. (2026). Update to the 2020 Offshore Wind Policy Statement: Scotland's Offshore Wind Ambition.

Scottish Tourism Alliance. (2020). Giant Strides 2020-2025: A Second Strategic Framework for Scotland's Marine Tourism Sector.

UK Government. (2020). The Offshore Wind Sector Deal.

UK Government. (2024). HM Government Plan for Change.

UK Government. (2025a). The UK's Modern Industrial Strategy.

UK Government. (2025b). The UK's Modern Industrial Strategy: Clean Energy Industries.

VisitColonsay. (2026, January). Homepage. Retrieved from Visit Colonsay: https://visitcolonsay.co.uk [Accessed May 2026]

VisitScotland. (2024). Scotland Visitor Survey 2023 - Local Area Factsheet: Argyll and the Isles.

VisitScotland. (2026, January). Argyll and the Isles. Retrieved from VisitScotland: https://www.visitscotland.org/research-insights/regions/argyll-isles [Accessed May 2026]