

12(b). Are any part of the works located *within or likely to affect* a designated conservation site? (SAC, SPA, SSSI or Ramsar)

Yes ☒

No ☐

12(b)(i). If Yes, which designated site(s) may be affected?

- Liverpool Bay/ Bae Lerpwl SPA;
- North Anglesey Marine/ Gogledd Môn Forol SAC;
- Pen Llŷn a'r Sarnau / Llyn Peninsula and the Sarnau SAC;
- West Wales Marine SAC;
- Ardal Cadwraeth Arbennig Bae Ceredigion/ Cardigan Bay SAC; and
- North Channel SAC.

The Liverpool Bay/Bae Lerpwl SPA has been screened in for potential Likely Significant Effect (LSE) for red-throated diver and common scoter on the basis of overlap of the proposed works with the SPA and the species sensitivity to disturbance.

Despite there being no overlap between the survey area and the North Anglesey Marine SAC, due to the highly mobile nature of harbour porpoise, individuals may migrate through the survey area. Therefore, harbour porpoise from the SAC could be impacted by vessel disturbance and underwater noise related to the Proposed Activities and have therefore been screened in for potential LSE.

Despite there being no overlap between the survey area and the Llyn Peninsula and the Sarnau SAC, due to the highly mobile nature of bottlenose dolphin, individuals may migrate through the survey area. The typical foraging range of grey seals is within 100km (Carter et al., 2022). Therefore, it is possible that individuals from the SAC may be foraging within the survey area. Therefore, bottlenose from the SAC could be impacted by vessel disturbance and underwater noise related to the Proposed Activities and have therefore been screened in for potential LSE.

Despite there being no overlap between the survey area and the West Wales Marine SAC, due to the highly mobile nature of harbour porpoise, individuals may migrate through the survey area. Therefore, harbour porpoise from the SAC could be impacted by vessel disturbance and underwater noise related to the Proposed Activities and have therefore been screened in for potential LSE.

Despite there being no overlap between the survey area and the Cardigan Bay SAC, due to the mobile nature of the coastal population of bottlenose dolphins found within the SAC, individuals may migrate through the survey area. Bottlenose dolphins often range much more extensively between November and April within the Irish sea: towards the northern coast of Anglesey, the mainland coast of North Wales, and further north up to the Isle of Man. Based on the start date of survey activities in December 2026 extending until October 2028, there may be overlap between the activity and presence of individuals from the Cardigan Bay population. Therefore, bottlenose dolphins from the SAC could be impacted by vessel disturbance and underwater noise related to the Proposed Activities and have therefore been screened in for potential LSE.

Despite there being no overlap between the survey area and the North Channel SAC, due to the highly mobile nature of harbour porpoise, individuals may migrate through the survey area. Therefore, harbour porpoise from the SAC could be impacted by vessel disturbance and underwater noise related to the Proposed Activities and have therefore been screened in for potential LSE.

(c). Please provide a description of all mitigation measures proposed to avoid any impact on designated conservation sites.

The following mitigation measures will be implemented to minimise any potential disturbance

- Avoiding undertaking any geotechnical survey works within SPA boundary plus a 2 km buffer during the overwintering period for sensitive species (1st November - 31st March);
- Best practice vessel management measures to minimise disturbance to ornithology will be adhered to (these measures are further described in the DCO Application for the Mona Offshore Wind Project, 2024: Measures to minimise disturbance to marine mammals and rafting birds from transiting vessels. Deadline 5. [J17 F03]), including:
 - Adhering to the principles of the WiSe Scheme;
 - Use of regular vessel transit routes which follow, where possible, established shipping routes to minimise disturbance to ornithology;
 - Use of regular vessel transit routes which follow, where possible, established shipping routes to minimise disturbance to ornithology;
 - Avoidance of over-revving of engines (to minimise noise disturbance);
 - Briefing of vessel crew on the purpose and implications of these vessel management practices (through, for example, tool-box talks); and
 - Where it is necessary for vessels to go outside of established navigational routes during transit to/from port and working areas, routes will be pre-selected to avoid locations where birds are known to aggregate and visible aggregations of rafting birds (inside or outside of the Liverpool Bay/Bae Lerpŵl SPA) will be actively avoided within the limitations of vessel safety and manoeuvrability.