NEVEN POINT WIND FARM

LANDING POINT PROPOSAL - MARINE LICENCE

Landing Point consultation

About this event

Welcome to this public drop-in exhibition for the proposed marine works at Eday, supporting the Neven Point Wind Farm. This consultation has been prepared in accordance with the Marine (Scotland) Act 2010, which requires pre-application engagement with the public ahead of submitting a Marine Licence application to the Marine Directorate.

This event outlines the final marine design, explains key elements of construction methodology, summarises environmental impact considerations and invites community feedback prior to the formal application submission.

Some works described throughout this exhibition fall below Mean High Water Springs and are therefore subject to marine licensing, in addition to local planning controls.

Purpose of this exhibition:

- Present the final marine design proposals
- Describe the marine construction and mitigation techniques
- Provide information about the Marine Licence process
- Invite feedback on the design and environmental approach

About GreenPower

GreenPower is an award-winning independent Scottish family-owned renewable energy company headquartered in Alloa, near Stirling. We were founded in 2000 by CEO Rob Forrest, one of the early pioneers and leaders in renewable energy in the UK. We now have over 290 MW of consented and operating renewable energy projects as well as a growing portfolio of onshore wind, solar and green hydrogen projects in active development.

Some of the GreenPower staff at Carraig Gheal Wind Farm

The Wind Farm and Landing Point

The planning application for Neven Point Wind Farm has now been submitted to Orkney Islands Council (OIC). Depending on the final turbine selection, the total installed capacity will be between 24 MW and 30 MW.

The maximum installed capacity for the Wind Farm is significant because GreenPower has committed to create a community benefit fund that would provide annual payments of £6,500 per MW per year (index-linked) from the date of operation in 2030. The project could deliver between £156,000 and £195,000 per year in community benefit for the operational lifetime of the Wind Farm.

The pre-application consultation period for providing feedback to GreenPower has now concluded. If you wish to comment on the Wind Farm proposal, please follow the guidance provided by OIC on how and when to submit a formal response as part of their statutory consultation process.

The proposed Neven Point Wind Farm requires a suitable landing point for large components that will not impact ferry services. Blades for a wind turbine capable of producing 4.8 MW may be up to 67m long and are delivered in one piece. Transporting wind farm components along narrow and often remote roads is not uncommon for Scottish wind farm developers, but island projects present an additional logistical step – requiring a suitable Landing Point for unloading.

The proposed delivery method sees components pre-loaded on specialised vehicles, which drive from a roll-on-roll-off vessel onto a new pier.

On the following panels we have explained the evolution of this approach, and how we are assessing and minimising any negative impacts.

www.greenpowerinternational.com/current-projects/neven-point-wind-farm/

NEVEN POINT WIND FARM

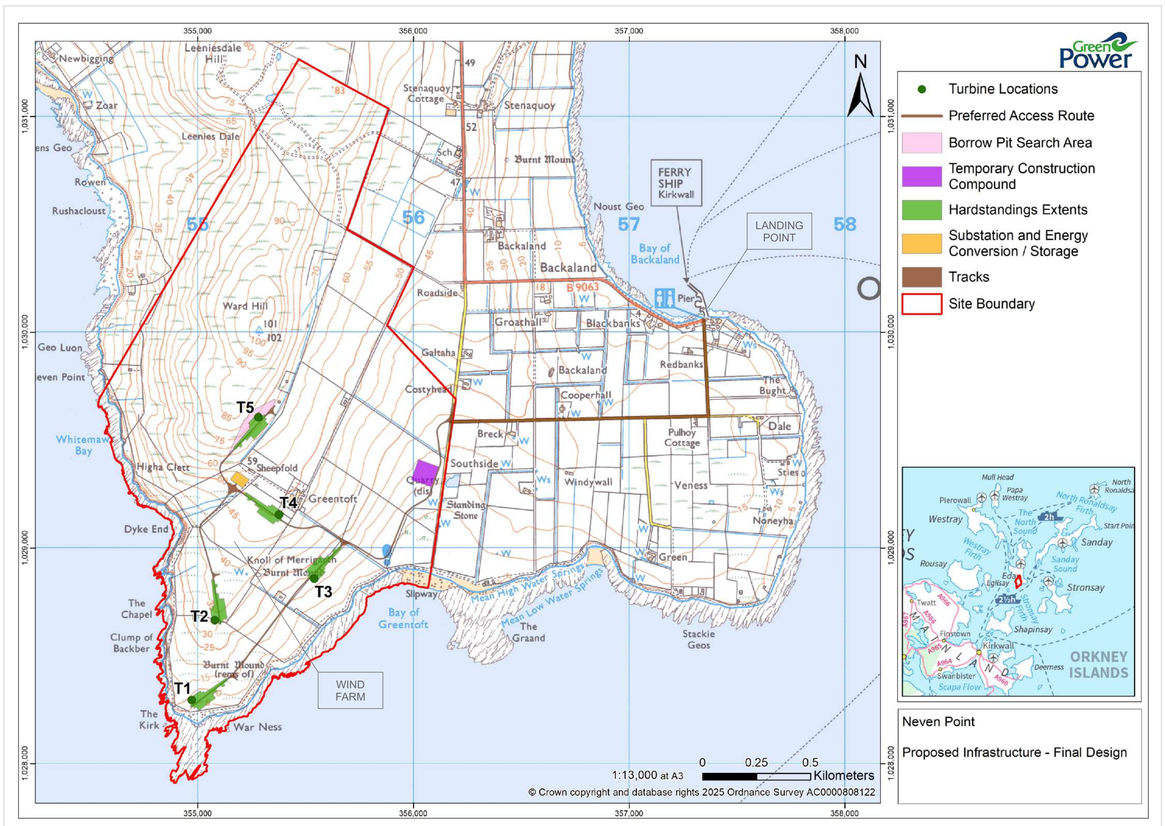
LANDING POINT PROPOSAL - MARINE LICENCE

Need for a new Landing Point

Protecting the ferry service

The consultation and engagement that we have undertaken with local residents on the proposed Neven Point Wind Farm over the last few years has highlighted how critical it is that equipment and material deliveries for the Wind Farm do not interfere with or impact the island's vital ferry service.

In response to this feedback, and in line with our project commitments, we have made protection of the ferry service and existing pier operations a core requirement of our logistics and marine infrastructure planning.



We have been working closely with leading Shetland-based marine engineering firm Arch Henderson to identify the best way to manage deliveries of turbine components and large equipment for the Wind Farm without impacting the ferry service.

This work has included a detailed assessment of Eday's existing ferry terminal and pier, including its structural capacity, layout, and the ferry timetables that serve the island.

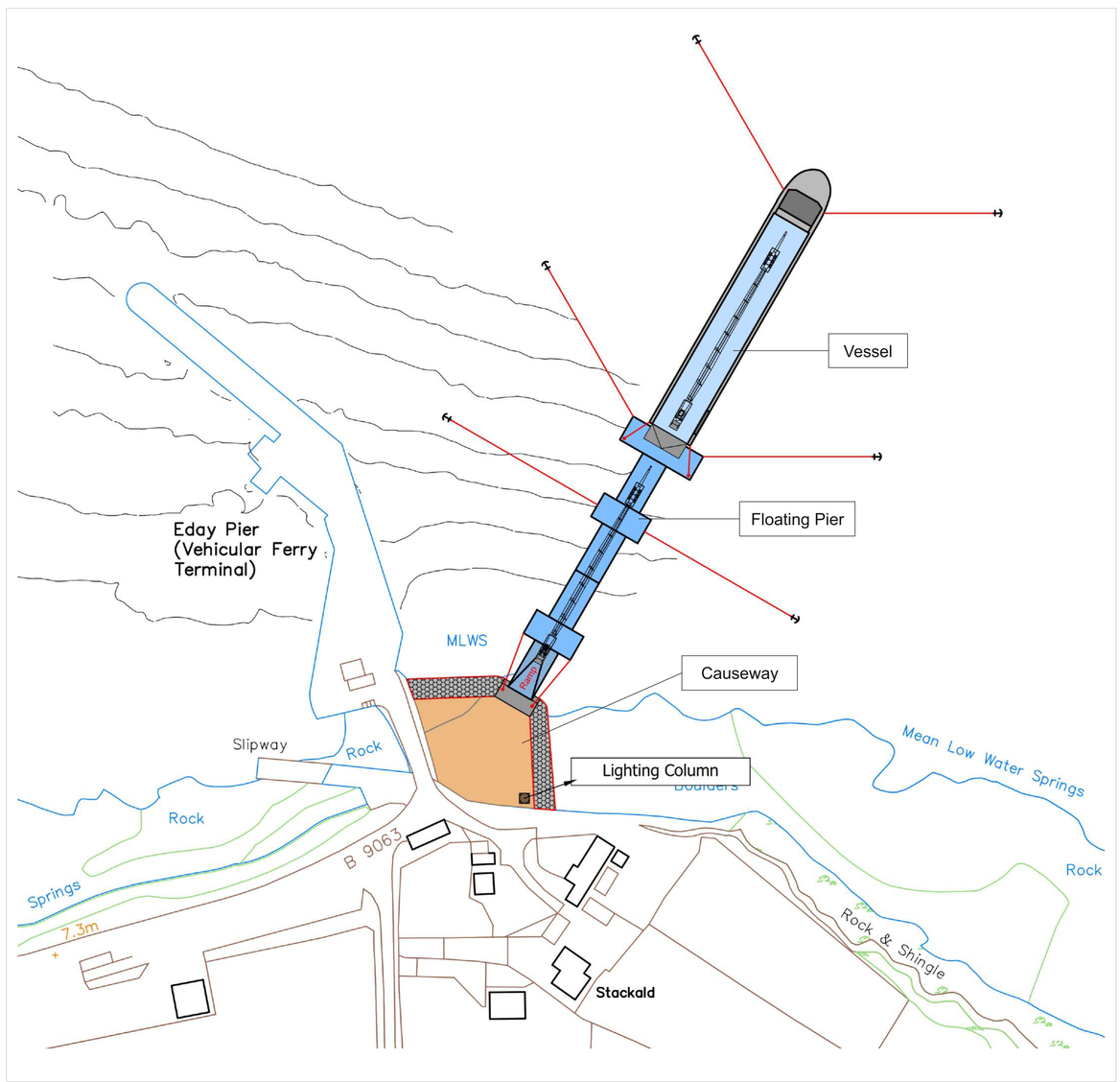
The findings concluded that the existing pier would not be able to accommodate the larger deliveries required without major modifications, and that doing so could cause disruption to ferry operations. As a result, we are proposing a dedicated Landing Point adjacent to the existing pier.

Causeway and floating pier

The proposed Landing Point would include the construction of a new causeway and a temporary floating pier. This setup will allow the existing pier to continue operating without interruption, even when delivery vessels are present.

A floating pier has the advantage of reducing physical impact on the seabed compared to fixed structures. In addition, it is designed to be removable and reusable. Most of the larger components - such as turbine parts - would be transported using roll-on/roll-off vessels. This method avoids the need for cranes and helps improve safety and efficiency. Other specialist equipment, materials, and supplies would be delivered by chartered vessels, helping to minimise any space taken up on the regular ferries serving Eday.

The causeway is proposed as a permanent structure that will remain in place for the lifetime of the Wind Farm, allowing for any future maintenance-related deliveries. Should the Landing Point no longer be required at the end of the Wind Farm's life, it will be decommissioned in line with the approach used during its construction, subject to relevant consents and in full compliance with Marine Licensing requirements.



Proposed new Landing Point, with floating pier and vessel berthed

www.greenpowerinternational.com/current-projects/neven-point-wind-farm/

NEVEN POINT WIND FARM

LANDING POINT PROPOSAL - MARINE LICENCE

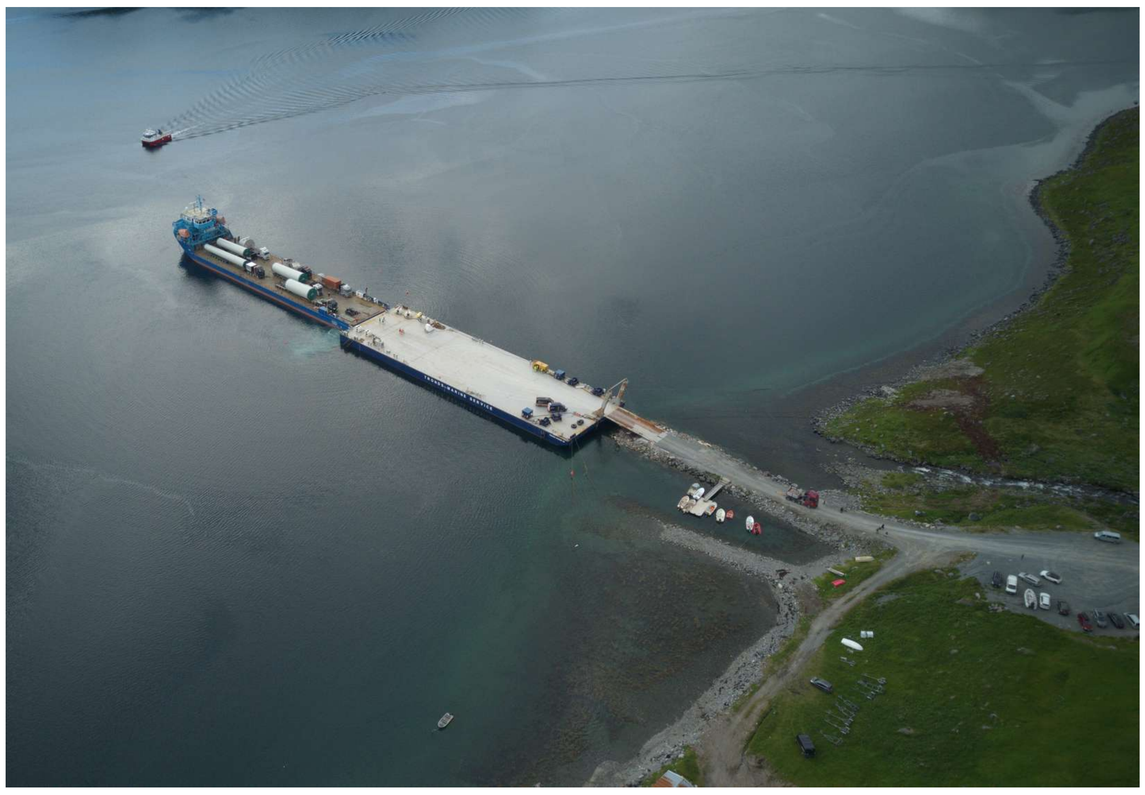
Environmental Impact Assessment

Overview of design

The proposed Landing Point comprises a rock-armoured causeway extending from the shoreline into the intertidal zone, terminating in a reinforced concrete bankseat (a platform and supporting foundation block). The bankseat is designed to enable a removable floating pier system. The floating pier, intended for the temporary offloading of turbine components, will be securely moored whilst in use.

The structure enables roll-on-roll-off access for specialised turbine delivery vehicles. A key benefit of this system is the avoidance of mobile crane operations, reducing deck load demands and construction timescales.

The outline design work has been undertaken by Arch Henderson's engineers, who are involved in conducting harbour master-planning at a number of locations across Scotland, including Orkney.



Indicative example of roll-on-roll-off delivery
Photo © Fjeld Consultant AS - Marine Survey & Engineering

Environmental Impact Assessment (EIA)

An Environmental Impact Assessment (EIA) has been undertaken in line with the Marine Works (EIA) Regulations 2007. The following topics were assessed for the proposed Landing Point:

- Marine ecology and benthic habitats
- Coastal geomorphology and sediment transport
- Navigation and ferry operations
- Underwater noise and vibration impacts
- Marine archaeology and heritage
- Seascape and visual character
- Water quality and cumulative effects

Mitigation measures include timing restrictions to avoid peak breeding/spawning seasons, soft-start protocols (slowly increasing the intensity of noise-generating activities), and real-time turbidity monitoring. Pile driving will be avoided to minimise disturbance.

A Vessel Management Plan will be developed ahead of construction to incorporate all impacts associated with vessel activity, including transit routes, speeds, and exclusion zones. These plans will aim to minimise disturbance to marine mammals, fish, and other sensitive receptors, as well as ensure safe coordination with other marine users. Ongoing consultation with regulators and stakeholders will inform the finalised plans, which will be implemented and enforced throughout the construction and delivery phase.

Stakeholder consultation

We have engaged with the Marine Directorate, NatureScot, Historic Environment Scotland, the Northern Lighthouse Board, Orkney Islands Council planners, and the Harbour Authority. Feedback has directly influenced the design and risk mitigation strategy.

Protecting the salmon farm

Given our proposed construction method with silt mitigation, the partial shielding effect gained from the existing pier, and the natural silt mobilisation that occurs in these waters, there is not expected to be any measurable effect at the salmon farm to the north. Our EIA includes a review of wind, tidal currents, waves and sediment transport to assess all environmental risks, and the EIA report will identify any further mitigation required.

www.greenpowerinternational.com/current-projects/neven-point-wind-farm/

NEVEN POINT WIND FARM
LANDING POINT PROPOSAL - MARINE LICENCE

Construction design

Marine construction techniques and safeguards

The construction process has been carefully planned to ensure it can take place without any disruption to the existing ferry service. The design, methods, and materials have all been selected to minimise environmental impacts and safeguard existing infrastructure.

The new Landing Point causeway will consist of a rockfill bund — essentially a built-up structure of rock — which will be shaped to a 1:1.5 slope on the outer face to ensure stability. At the seaward end, a concrete bankseat (a platform and supporting foundation block) will provide the berth for the temporary floating pier.

Bulk in-fill material will initially be imported via the existing pier and off-loaded into position in the construction phase, using a specially chartered delivery vessel to avoid impacting the ferry service.

To protect the marine environment, a number of mitigation measures will be put in place throughout the proposed construction process as detailed below:

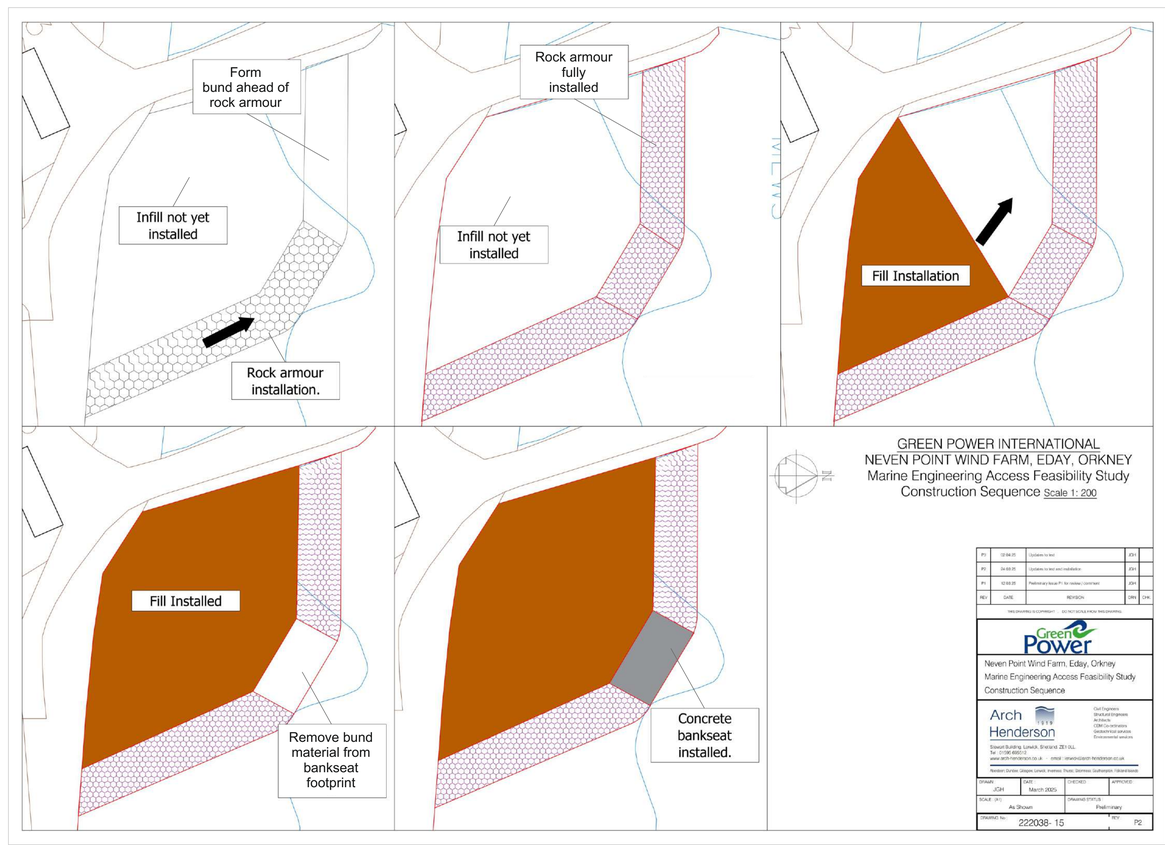
1. Silt Curtain Installation
Before any in-water works begin, a silt curtain will be securely installed around the working area. This helps contain any disturbed sediments and prevents them from spreading into surrounding waters.

2. Outer Bund Formation
Construction of the bund will begin using carefully screened rock, free from fine materials that could contribute to siltation. The bund will be laid out in an arc, extending from the shoreline and connecting to the existing pier, beyond the area previously affected by erosion.

3. Rock Armour Placement
To provide long-term protection from wave action and to maintain structural integrity, rock armour will be added to the seaward face of the bund. This also helps to reduce the energy of incoming waves and protect the causeway from future damage.

4. Filling the Causeway
Once the outer bund is in place, aggregate fill material will be deposited into the central area of the causeway. This creates a solid and stable base on which to complete the structure.

5. Forming the Bankseat
Finally, the concrete bankseat will be constructed at the seaward end of the causeway. A protective membrane will be placed to prevent any grout used during construction from entering the marine environment.



Construction sequence

This method has been refined and enhanced through design consultation and environmental assessment to ensure compliance with best practice and Marine Directorate guidance. The process is designed not only to avoid disruption to existing marine traffic, but also to minimise environmental impact, particularly with regard to sediment disturbance and water quality.

NEVEN POINT WIND FARM

LANDING POINT PROPOSAL - MARINE LICENCE

Project timeline and next steps

Summer 2025 - Marine Licence consultation

As part of the Marine Licence process, consultation is required to gather feedback from the public and stakeholders. This feedback helps ensure that any potential impacts on the marine environment and local activities are properly considered before a licence is granted.

Autumn 2025 - Marine Licence submission

Following our consultation period, an application for a Marine Licence will be submitted to the Marine Directorate in autumn 2025.

Determination Period (2025 - 2026)

Once the Marine Licence application is submitted to the Marine Directorate, the application will be advertised and a statutory consultation period will begin. During this time, statutory consultees and members of the public will have the opportunity to review the application and associated documentation. Formal representations can be submitted before the Marine Directorate makes a determination on the licence.

Procurement (2027)

Should the project be consented, the procurement process will be initiated. This is expected to take around nine months and we will be looking for opportunities to involve local contractors and suppliers on Eday and the wider Orkney Isles wherever possible.

Construction (2028)

Construction is expected to take around six months, subject to weather conditions. During construction GreenPower will proactively update the community about progress and forthcoming activity through a newsletter, email, our website, social media and any other channels the community uses.

Providing feedback

This consultation relates to a Marine Licence application, which is separate from the Town and Country Planning process managed by Orkney Islands Council (OIC). The Marine Licence is a form of consent from the Marine Directorate, on behalf of the Scottish Ministers, which is required to carry out certain activities in the marine environment.

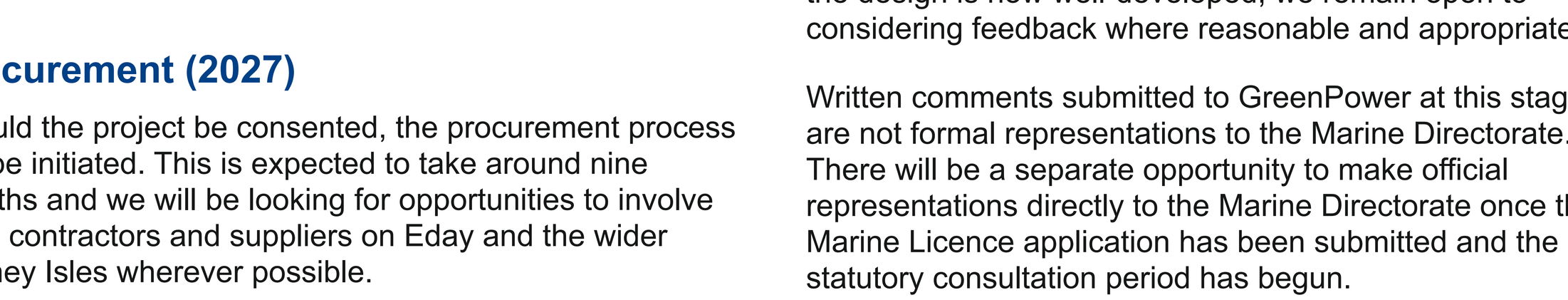
This exhibition offers an opportunity to provide feedback on the proposed Landing Point and the planned construction methods, ahead of the Marine Licence application being submitted.

Written feedback can be provided by filling in a comments form, available at this exhibition, or by downloading it from the project website. Completed forms can be returned by:
Email: nevenpoint@greenpowerinternational.com
Post: Neven Point Wind Farm Team, GreenPower, e-Centre, Cooperage Way, Alloa, FK10 3LP

The closing date for submitting feedback to GreenPower is Wednesday 13th August 2025. This ensures that any comments can be reviewed before we submit our Marine Licence application for the proposed Landing Point. While the design is now well-developed, we remain open to considering feedback where reasonable and appropriate.

Written comments submitted to GreenPower at this stage are not formal representations to the Marine Directorate. There will be a separate opportunity to make official representations directly to the Marine Directorate once the Marine Licence application has been submitted and the statutory consultation period has begun.

All the information presented at this exhibition — including details of the wider Neven Point Wind Farm proposal — is also available on our project website (see details at the bottom of this panel).



www.greenpowerinternational.com/current-projects/neven-point-wind-farm/