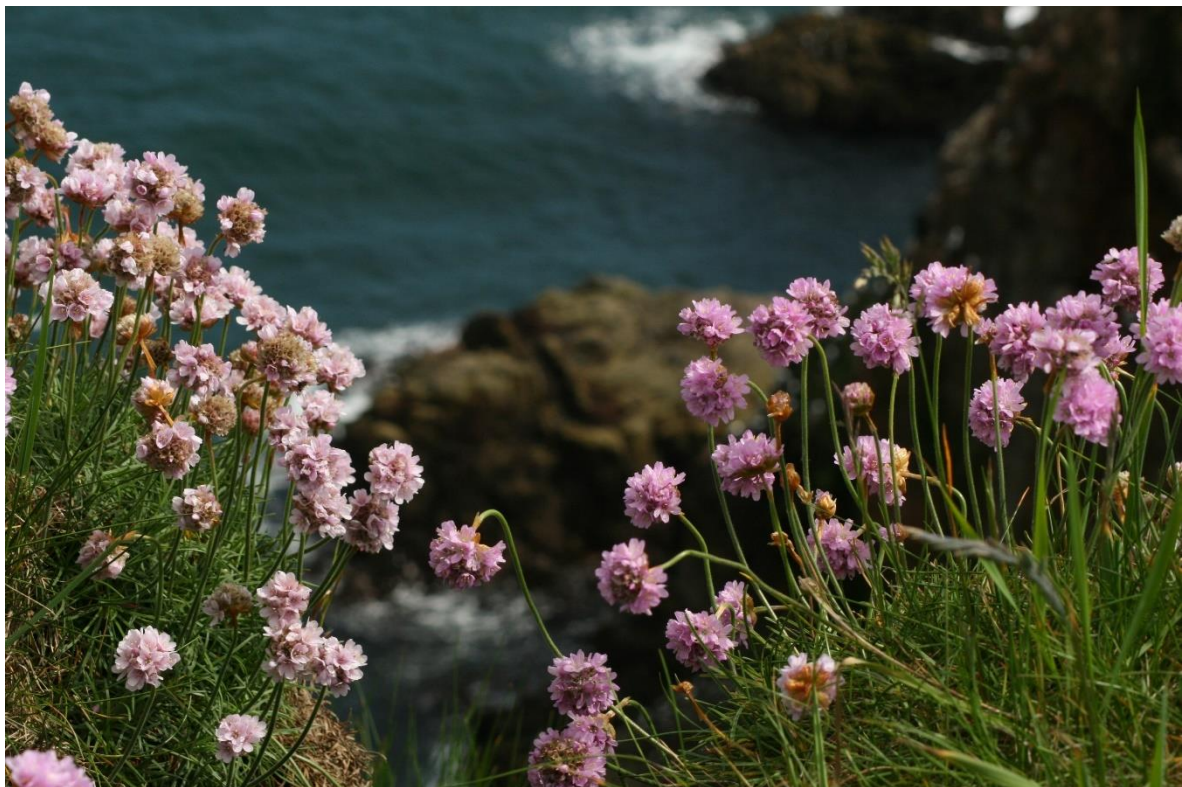




Neven Point Wind Farm
Proposed Landing Point
Report on feedback



Spring 2025

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1. Introduction

1.1 Context of proposed new landing point

In recognition of the need to protect and maintain the island's vital ferry service, GreenPower is proposing a new landing point to enable turbine components and other larger pieces of plant, equipment and materials to be delivered, for its proposed Neven Point Wind Farm, without affecting the ferry service.

A separate planning application covering the marine impacts is to be submitted for the landing point, hence a separate pre-application consultation process is also required.

1.2 Purpose of this report

A public drop-in exhibition event was held at Eday Heritage Centre on Wednesday 19th February 2025 from 2pm until 8pm as part of the pre-application consultation for the proposed new landing point.

The exhibition provided a range of information, which was also available online via the project website, and initiated a consultation period for people to submit written feedback to GreenPower on the landing point proposal at that stage. A total of 24 people attended the event in person whilst others viewed the exhibition information online via the project website.

A total of 12 people submitted feedback forms and of those who did: 50% confirmed that they had viewed the exhibition online, 42% confirmed that they had attended the exhibition event in person, and 8% confirmed that they had done both.

The consultation period ran from Wednesday 19th February 2025 until Wednesday 15th March 2025 and this report summarises the written feedback received and GreenPower's consideration and response to this feedback.

1.3 Approach to gathering feedback

People were asked to submit their feedback in writing and 'comments forms' were provided for this purpose (at the exhibition event as well as online via the project website), in addition to the option for people to write to GreenPower by email or post.

The comments form was specifically designed with a mix of closed multiple choice questions and open-ended questions to encourage feedback on different aspects of the project. The multiple choice questions focused on aspects of the exhibition, the need for the landing point, the location, areas of concern, and community and business opportunities. The responses received to these questions are included in the relevant sections below.

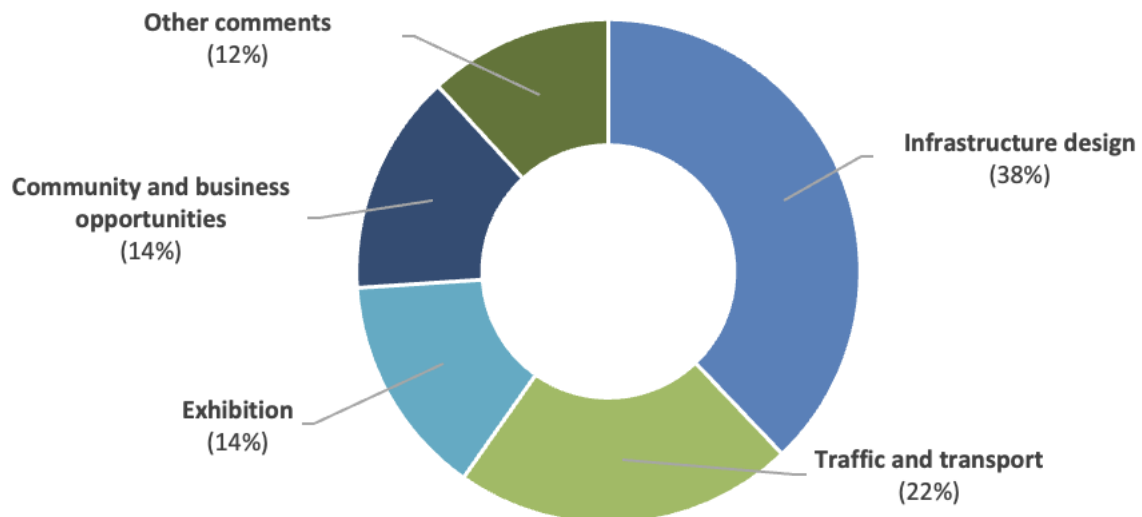
Overall, 12 comments forms were received as well as 1 separate email. Overall, a total of more than 40 comments were submitted on the proposal across a range of topics. We are grateful to everyone who engaged in the consultation, and who took the time to write to us with their feedback.

1.4 Categorisation of comments by topic

Each person who submitted feedback tended to respond to a number of ‘topics’ in their comments, so each person’s comments were carefully logged and categorised in relation to the various different topics that they’d raised so that their comments could be better understood and considered.

A topical breakdown of comments received on the proposed new landing point, and the approximate percentage of comments in each category, is as follows:

- Infrastructure design – **38%**
- Traffic and transport – **22%**
- Exhibition – **14%**
- Community and business opportunities – **14%**
- Other comments – **12%**



1.5 General feedback on the landing point

In addition, the comments form asked people (multiple choice question) if they agreed with the need for a new landing point to transport wind turbine components to Eday: 67% responded yes, 8% responded no, and 25% didn’t provide any response.

The comments form also asked people (multiple choice question) if they thought that the location for the new landing point was suitable to avoid disruption to the existing ferry service : 75% responded yes, and 25% responded no.

Lastly, the comments form asked people (multiple choice question) if they had any specific concerns regarding certain aspects of the proposed landing point: from the feedback forms (42% of the total number of feedback forms) that responded to the question, 43% of the answers raised ‘transport’ as a concern, 29% raised ‘impact on marine life’ as a concern, and 29% raised ‘visual impact’ as a concern.

2. Infrastructure design (38% of total feedback)

2.1 Comments received

Approximately 38% of total topical feedback comprised comments regarding the design and various infrastructure components of the proposed new landing point. A summary is provided below together with some example comments received.

- **Floating pier** comments comprised around 38% of infrastructure design feedback:
 - *"A gate should be fitted in the gap required to access the floating pier."*
 - *"I do not understand how the anchoring of the floating pontoon will work. There is a considerable difference between high and low water meaning that the necessary length of the anchor chain changes constantly. Even if these are motorised in some way, would they respond quickly enough for rapid changes in wave height?"*
 - *"If the temporary floating pontoon were to be moved, where would it be stored? It is vital to know this in case it creates a threat elsewhere?"*
- **Causeway** comments comprised around 25% of infrastructure design feedback:
 - *"The section of infill to the north should be further out so that the edge of the hard standing lines up with the existing pier edge."*
 - *"It is not clear how the concrete bankseat for the floating pontoon could be built without restricting access to the ferry terminal unless all materials will be landed directly from the sea and all the building work take place from that side. If the build takes place from the land side, access will inevitably be restricted."*
- **Strengthening of existing pier** comments, supporting the landing point being designed in a way that helped protect an eroded section of the existing pier, comprised around 12% of feedback:
 - *"I like that it strengthens our current pier."*
 - *"Good that it helps strengthen our pier."*

The remaining feedback, which comprised approximately 25% of comments included questions about where GreenPower had used this sort of technology before, the dates when the designs were developed, a request to see the stability calculations undertaken by the marine consultant, and a request to see Orkney Island Council's feedback on the proposal.

2.2 GreenPower response to infrastructure design feedback

Our Shetland-based marine consultant, which has produced the outline design for the floating pier and anchorage, has been conducting harbour master-planning at a number of locations across Scotland, including Orkney, and has a wealth of experience. The landing point is being carefully designed and engineered to withstand the tides and weather.

Aggregate fill-material for the causeway will be free of fine materials and a silt curtain will be in place throughout construction of the causeway. Given the natural silt mobilisation that occurs in these waters, there is not expected to be any noticeable effect at the salmon farm to the north.

Construction of the permanent causeway would start from the land by progressively placing aggregate to form a bund in an arc, meeting the existing pier beyond the site of previous erosion. The machinery forming the bund, and subsequently filling it, will approach from the land to the east of the ferry terminal, and will therefore not restrict access. Rock armour can be placed by a self-discharging barge, but there will always be ample space for vessel access to the harbour.

Barges and floating piers are not required to travel up and down with each wave, though the anchoring system will respond to tide levels. When not in use the floating pier will not only be safely stored, but maintained so it is ready for use should we have to delivery any turbine components. There are numerous options open to us for safe storage at a suitable location in Orkney, or for it to be used for other projects across Scotland.

The same approach has been used previously for the Sjørøya Wind Farm in Norway, in conditions more extreme than Eday. As the EIA progresses, and as is standard practice, Arch Henderson's latest design may be modified in response to further feedback from consultees.

3. Traffic and transport (22% of total feedback)

3.1 Comments received

Approximately 22% of total topical feedback comprised comments regarding traffic and transport aspects of the proposed new landing point. A summary is provided below together with some example comments received.

- **Ferry service** comments, supporting the fact that the proposed landing point would help avoid disruption to the ferry service comprised around 33% of traffic and transport feedback:
 - *"The landing point will avoid disruptions to the Island ferry."*
 - *"It is good that Green Power have listened and designed a method of delivery that causes the minimum disruption."*
- **Road suitability** comments comprised around 33% of traffic and transport feedback:
 - *"This road is merely an old cart track covered in tarmac. OIC Roads will confirm this. The combination of this and its narrowness means that any ultra heavy vehicle will break up the road and push the sides out into the ditches. The road may still be passable for HGV and 4x4 vehicles, but not for cars or light commercial vehicles."*
- **Access route** comments comprised around 22% of feedback:
 - *"My rough estimates show that work will be required to the road heading south to widen it and to allow vehicles to take a wide sweep when accessing the road."*
 - *"Fourteen properties feed on to the Veness Road, yet only six feed onto B9063. These thirteen properties would be completely cut off from the rest of the island were this road to be destroyed."*

The remaining feedback, which comprised approximately 12% of comments, asked what the plans were to navigate the 90 degree turn south after leaving the pier.

3.2 GreenPower response to traffic and transport feedback

We appreciate the support for our plans for avoiding disruption to the ferry service. The majority of comments concern what vehicles do once they have disembarked from the vessel. It will be necessary to create or upgrade some tracks and roads before construction. Eday's road network is generally adequate for turbine component delivery, with minor upgrades required for specific sections, particularly at tight corners for the larger pieces of equipment.

Eday's current weight restriction of 25 tons reflects historical limitations associated with local road infrastructure. A video and photographic record will be gathered of all access routes prior to commencing, to ensure that roads are returned to a condition as good as or better than their original state post construction. Any damage that could restrict traffic in any way will be repaired immediately. Access to residencies along the road will be maintained at all times, and where there may be diversions or a need to manage access in a controlled way we will work with residents along the route to ensure that all potential issues that could arise are planned for, mitigated and discussed in advance.

4. Exhibition (14% of total feedback)

4.1 Comments received

Approximately 14% of total topical feedback comprised comments regarding the exhibition event. A summary is provided below together with some example comments received.

- **Helpful information** comprised around 50% of the exhibition feedback:
 - *"The presentation was clear and understandable."*
 - *"The presentations at the event were simple to understand."*
- **Insufficient information** comprised around 50% of the exhibition feedback:
 - *"The team and PM couldn't answer pertinent questions."*
 - *"I do not think sufficient information has been provided to show how wind turbine components can be manoeuvred from the landing point to the road heading to the south which is shown as the access route in the wind farm proposal."*

In addition, the comments form (multiple choice question) asked people how they had found out about the exhibition and consultation, and the responses were as follows: 50% found out from a letter posted to all island residents by GreenPower; 25% saw the newspaper notice and 17% saw the newspaper advert in The Orcadian; and 8% found out in 'other' ways.

4.2 GreenPower response to exhibition feedback

We're pleased that around half the people who attended the exhibition and provided feedback found the exhibition information on the proposed new landing point helpful and easy to understand. Equally, we take on board the comments from people who felt that the information was insufficient – and we will endeavour to address these points at our next exhibition. It should also be noted that there will be significant detail provided in the planning application and the accompanying Environmental Impact Assessment Report (EIAR), and a statutory period of consultation will allow for further comments to Orkney Island Council and to GreenPower.

5. Community and business opportunities (14% of total feedback)

5.1 Comments received

Approximately 14% of total topical feedback comprised comments regarding the community and businesses opportunities that may arise from the proposed new landing point. A summary is provided below together with some example comments received.

- **Community ideas** comprised around 67% of the community and business opportunities feedback:
 - *“Part could be used as a vehicle waiting area again nearer to the link span so reducing time taken to drive on board the regular ferry.”*
 - *“It might be used to store the fish farms stuff which often has to be stored on the pier.”*
- **Involving local businesses** comprised around 33% of the community and business opportunities feedback:
 - *“Possibly existing farming contractors / farms”*
 - *“Existing farming contractors or farmers”*

In addition, the comments form (multiple choice question) asked people if they would be interested in upskilling opportunities to allow them, or other islanders, to work on the project: 46% responded yes, 27% responded no, 18% responded that they were unsure, and 9% didn't respond to the question.

5.2 GreenPower response to community and business opportunities feedback

Should the project be consented, GreenPower is keen to involve the local supply chain, both on Eday and within the wider Orkney Isles, in the construction process and to maximise the opportunities for local contractors wherever possible. The skills, services and materials likely to be required include: plant hire, plant operators, labourers, civil engineers, aggregate, concrete, catering, groundworks, cleaners, accommodation, etc.

In addition, we are grateful for people's ideas on the potential opportunities that the proposed new landing point could create for the community. The pier would have to remain available at all times, in case of any need to utilise it for the wind farm, but there will be scope for it to be used for other temporary purposes or purposes that can be relatively easily shifted if required, for example, for overflow car parking for the ferry – as suggested in people's feedback. There may be other potential uses and we welcome further feedback from the community on this for further consideration.

6. Other comments (12% of total feedback)

6.1 Comments received

Approximately 12% of total topical feedback comprised other comments on the proposed new landing point. A summary is provided below together with some example comments received.

- **Interdependency with wind farm** comprised around 40% of the other comments and feedback received:
 - *“Part could be used as a vehicle waiting area again nearer to the link span so reducing time taken to drive on board the regular ferry.”*
 - *“I cannot understand how you can separate the landing point from the wind farm. Are you seriously suggesting that you would build the wind farm anyway should you not get consent for the landing point? Conversely would you build the landing point without consent for the wind farm? If the answer to both these questions is no, these developments have to be considered together, rather than trying to get them under the radar individually, whereas they wouldn’t if taken in the round.”*
- **General attitudes for or against** the proposed landing point comprised around 40% of the other comments and feedback received:
 - *“The proposed solution appears to be ideal.”*
 - *“I myself would hope that project does not go ahead. I’d rather the project cancelled. It’s the project, which the islanders clearly do not want. The landing point is not an issue.”*

The remaining feedback, which comprised approximately 20% of comments, queried how many employees GreenPower had.

6.2 GreenPower response to other comments and feedback

The project consists of two interconnected developments: onshore wind turbines with battery storage and a new marine landing point to facilitate the construction of the wind farm and turbine delivery.

To move forward, we will submit separate planning applications to Orkney Islands Council—one for the wind farm and another for the marine landing point—along with a marine license application for offshore works. Each application will be supported by Environmental Impact Assessments (EIAs) to ensure all potential effects are properly considered. The assessments not only take into account each development’s own direct effects, but any additional cumulative effects that might result from the other development.

We would never build one without the other, and we expect the Council to determine both applications at the same time.

7. Closing comments

7.1 Summary

This Report on Feedback provides a summary of the pre-application feedback received in response to GreenPower's initial February 2025 public exhibition and subsequent consultation period for the proposed new landing point. It has been produced for our April 2025 exhibition event and subsequent consultation period which presents the final design for the proposed new landing point.

7.2 Pre-Application Consultation (PAC) Report

At our April 2025 exhibition event and subsequent consultation period we are gathering feedback on the final design and approach to the development. This feedback will be written up into a Pre-Application Consultation (PAC) Report, together with the feedback from the February 2025 exhibition and consultation. In addition to capturing this feedback, the PAC Report will also summarise the consultation and engagement activity, as well as any changes that have been made to the design of the proposed new landing point in response to feedback received. The PAC Report will accompany the planning application when it is submitted.

7.3 Environmental Impact Assessment Report (EIAR)

The EIAR will provide information on the Environmental Impact Assessment survey work and analysis that has been undertaken for the proposed landing point. Separate planning applications are to be submitted for the proposed landing point and wind farm proposal, and the respective environmental impact assessments will consider each development's own direct effects, but also any additional effects that might result from the other development.

The EIAR includes assessment of the following:

- Marine Archaeology
- Airborne and Underwater Noise
- Water Environment
- Coastal Processes
- Navigation
- Seascape and Landscape Visual Impact Assessment
- Marine Ecology
- Other Issues

The extensive Environmental Impact Assessment Report will accompany the planning application when it is submitted.

We would like to take this opportunity to thank everyone who has engaged with us on the proposed new landing point so far and shared their views.