

## Landing point consultation

### About this event

Thank you for taking the time to attend our second and final public drop-in exhibition regarding the proposed new Landing Point for the Neven Point Wind Farm proposal.

This event forms part of our pre-application consultation and provides some further information on the proposed new landing point, including setting out the final design, ahead of the planning application being submitted.

We invite you to:

- Discuss your views with our project team
- Raise any questions you may have
- Provide any final feedback

### 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.



GreenPower staff at Carraig Gheal Wind Farm

Fundamental to our approach is the importance we place on meaningful engagement with local communities to ensure that our projects are well-designed and considerately delivered. We're committed to making a positive difference and being a responsible developer and operator.

For more information about GreenPower please visit [www.greenpowerinternational.com](http://www.greenpowerinternational.com)

### Separate consultation from the Wind Farm

While the environmental impacts of the Landing Point and Wind Farm proposals will be fully assessed, the Landing Point will comprise a separate planning application to Orkney Islands Council (as well as a marine licence application to the Marine Directorate in due course) and therefore requires a separate consultation process.

We expect the planning application for the proposed new Landing Point to be considered by Orkney Islands Council in tandem with the Wind Farm given their interconnection.

### Providing feedback

We have also produced a 'Landing Point Report on Feedback' which summarises the formal written feedback received from our previous exhibition in February and the subsequent consultation period. We are grateful to everyone who took the time to respond.

We're keen to receive feedback on the final design for the proposed Landing Point and discuss any concerns or suggestions that you may have. Please provide any feedback that you may have in writing.

Written feedback can be provided by filling in a comments form, available at this exhibition, or by downloading it from the project website. You can return the form by email to [nevenpoint@greenpowerinternational.com](mailto:nevenpoint@greenpowerinternational.com) or by post to Neven Point Wind Farm Team, GreenPower, e-Centre, Cooperage Way, Alloa, FK10 3LP.

**The closing date for submitting feedback to GreenPower on the final design for the proposed new landing point is Wednesday 30th April 2025.** This ensures that all feedback received by this date can be considered ahead of our submission of the planning application for the proposed Landing Point.

Written comments submitted to GreenPower are not representations to the Orkney Islands Council. There will be an opportunity to submit written representations to the Council once a planning application has been submitted and the statutory consultation is initiated.

Please note that all of the information presented at this exhibition, as well as information about the related Neven Point Wind Farm proposal, is also available to view online on our project website (details at the bottom of the panel).

## Relationship between Landing Point and Wind Farm

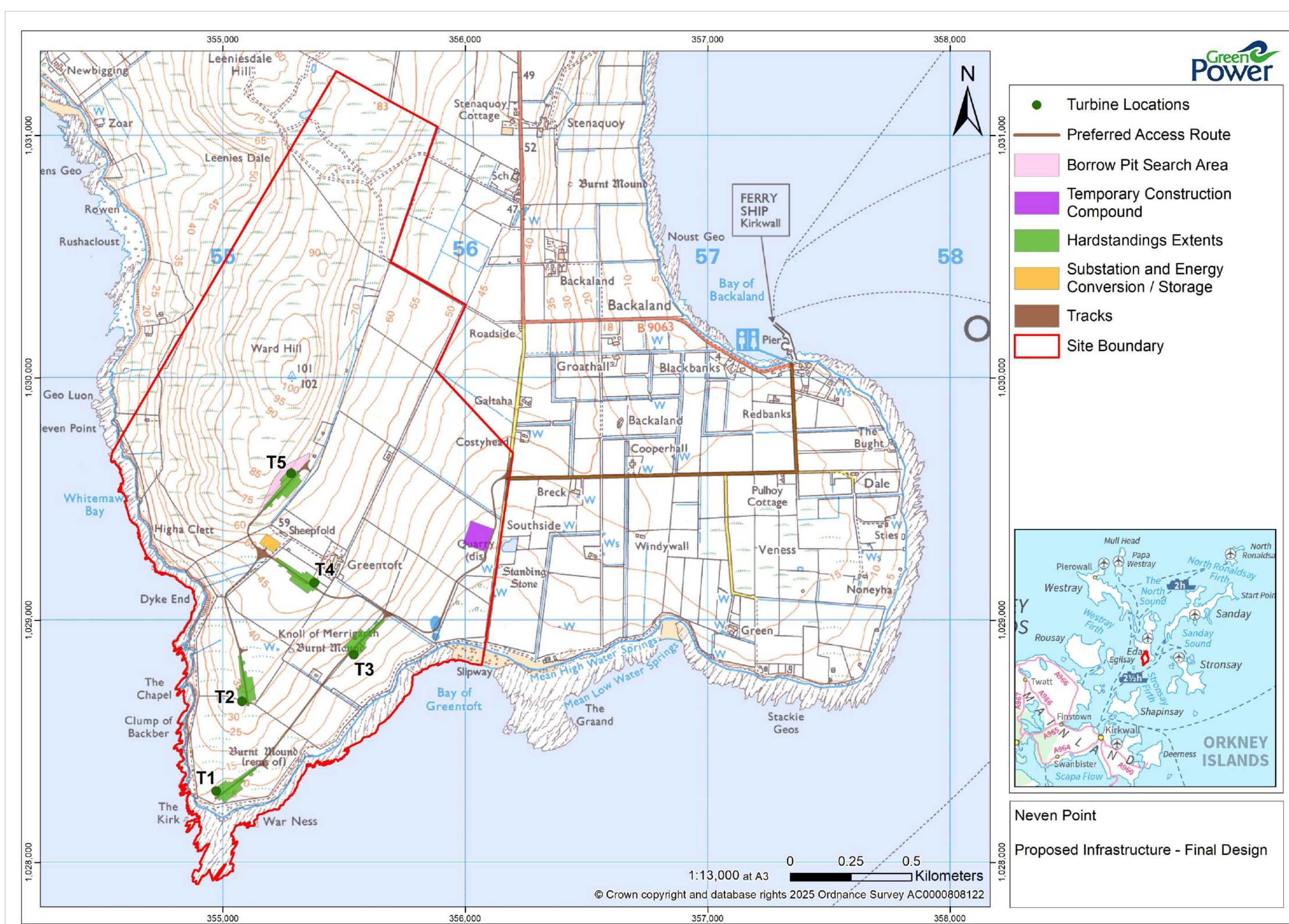
### The Landing Point

The successful development of the Wind Farm is inherently linked to the establishment of a suitable Landing Point, as one cannot proceed without the other. 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.



Wind turbine components can be transported on an open-decked vessel, held in a frame, and then unloaded using a crane at the destination. An alternative method sees components pre-loaded on a specialised vehicle, which drives from a stern-loading roll-on-roll-off vessel onto the land. This avoids the need for large cranes on the quayside.

Transportation must be carefully assessed and planned to ensure the safe and efficient delivery of components, reinforcing the critical interdependence between the Wind Farm and its designated landing point.



### The Wind Farm

GreenPower has been refining the design of Neven Point Wind Farm in response to survey findings and feedback since we acquired the project in 2022, reducing the original eight turbines to a layout of five. The turbines would be capable of producing around 4.8 MW each, although this is anticipated to increase through ongoing efficiency developments. 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.



Carraig Gheal Wind Farm

The pre-application consultation for providing feedback to GreenPower about the wind farm has been concluded. Once the planning application for the Wind Farm is submitted, Orkney Islands Council will begin a statutory consultation process. At that stage there will be an opportunity to formally submit responses to the Council before they make their determination.

## Overview of the proposed 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, we have made a clear commitment to maintain and protect the ferry service and pier operation.

### Need for a new landing point

We have been working closely with leading Shetland-based marine engineering firm, Arch Henderson, on how best to facilitate turbine component and large equipment deliveries for the Wind Farm while avoiding impacting the island's ferry service. This work has involved carefully examining Eday's existing ferry terminal and pier, assessing its strength and layout, as well as the schedule of ferries serving the island.

The findings concluded that it would not be possible to offload larger deliveries at the existing pier without significant modification to the infrastructure and risk of causing disruption to the ferry service. We are therefore proposing to construct an alternative Landing Point adjacent to the existing pier.

### Protecting the marine environment

A key part of our design work is to ensure that the marine environment is protected and any impacts are mitigated or minimised. This has involved detailed environmental surveys, which have helped inform the design, as well as consultation with Orkney Islands Council Harbour Authority on construction design and methodology.

### Protecting the existing pier

One of the benefits of the proposed new Landing Point is that it has been designed abutting a section of the existing pier which has suffered repeated erosion, providing reinforcement and shelter.

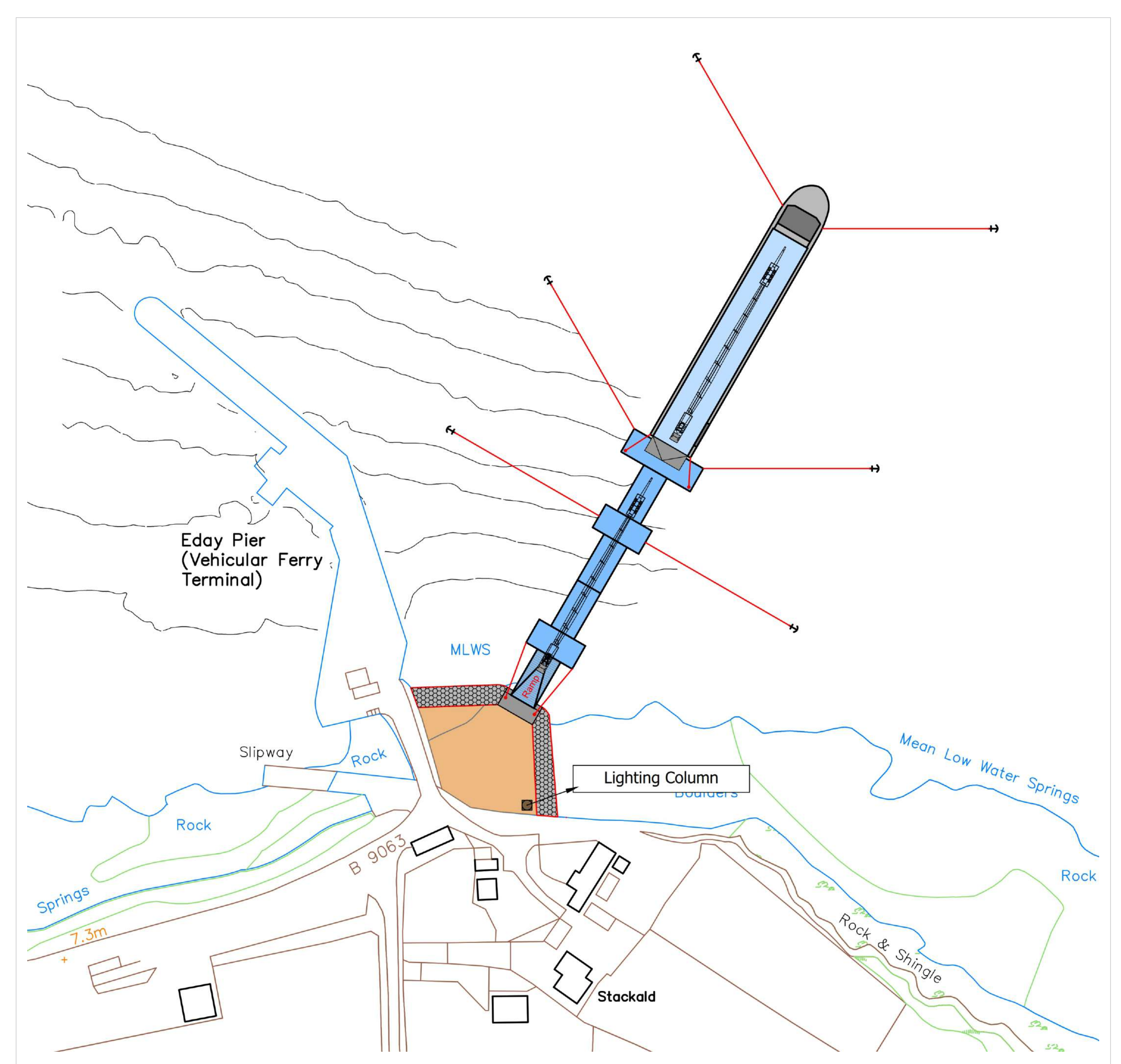
The proposed Landing Point will comprise a new causeway and a temporary floating pier, enabling the existing pier to operate as usual even when a delivery vessel is berthed.

The benefit of a floating pier system is that it has less impact on the seabed. In addition, it will be removable to be stored and used elsewhere when not required here.

The majority of larger equipment and plant, including the wind turbine components, would be delivered by stern-loading vessels which would allow vehicles to 'roll-on-roll-off' without the need for cranes.

Specialised equipment together with materials and supplies would be delivered by chartered vessels and managed to minimise space taken up on the ferries that serve Eday.

The new causeway would be a permanent structure, remaining in situ for the lifetime of the Wind Farm in case of a need to deliver turbine components during the operational phase. The floating section will be safely stored away. If the Landing Point is no longer needed when the Wind Farm is decommissioned, it will be removed using the same process as its construction, but in reverse.



Proposed new Landing Point, with floating pier and vessel berthed

## Consultation and feedback

### Community feedback

In February this year we held our first exhibition and consultation event to engage with the local community and gather feedback on the proposed new Landing Point.

Overall, there was strong support for our plans to build a new Landing Point, to help protect and maintain the ferry service, as well as the proposed location abutting the existing pier – helping to protect the eroded section.

Key topical feedback focused on the design and construction process, as well as the suitability of the road network and access route to site.

The written feedback has been summarised into our Landing Point Report on Feedback which is available at this exhibition, and on our project website. We are grateful to everyone who took the time to share their views.

### Orkney Islands Council

As the local authority and the Harbour Authority, Orkney Islands Council is a key consultee. We have been engaging with them to discuss our plans, seek guidance regarding who else we should be consulting, and to obtain a range of maritime information.

We have also indicated to the Council's Development team, who are working on the Council wind farm projects, that we are open to exploring opportunities to share resources where possible, to reduce unnecessary impacts through duplication of effort.

### NatureScot

NatureScot is another principal consultee in relation to ornithological considerations such as designated sites, protected species and habitats.

NatureScot has highlighted populations of birds that may interact with other islands or be quite restricted in their range. This reinforces the need for careful consideration, avoidance or mitigation of any effects

### Marine Directorate

We have also been engaging with the Marine Directorate who will also be responding to the planning application once it is submitted.

Should the project be consented, we will be required to apply to the Marine Directorate for a licence giving us permission to construct and use the new Landing Point.

### Environmental Impact Assessment (EIA)

There are several other consultees that we have been engaging with in relation to the Environmental Impact Assessment (EIA) work that we've been undertaking - and the specific Landing Point chapters will include:

- Marine archaeology
- Airborne and underwater noise
- Water environment and coastal processes
- Navigation
- Seascape and landscape visual impact
- Marine ecology

The findings from the EIA, together with EIA consultee feedback, will be captured in an extensive Environmental Impact Assessment Report (EIAR) which will accompany the planning application for the Landing Point.



Eday Ferry Terminal

## Construction design update

### Changes to the design

Since presenting the original design for the proposed new Landing Point at our February exhibition and consultation we have reviewed the feedback received, undertaken surveys and engaged with key consultees to help further refine and finalise the design.

The three main changes since then are as follows:

- **Siltation management:** improvements made to causeway construction method to address siltation
- **Temporary lighting:** temporary lighting tower proposed for use during deliveries
- **Causeway refinement:** slight widening of causeway to the south-east to improve manoeuvrability

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.

### Construction process

The construction process has been carefully designed so that it can be carried out without disruption to the existing ferry service.

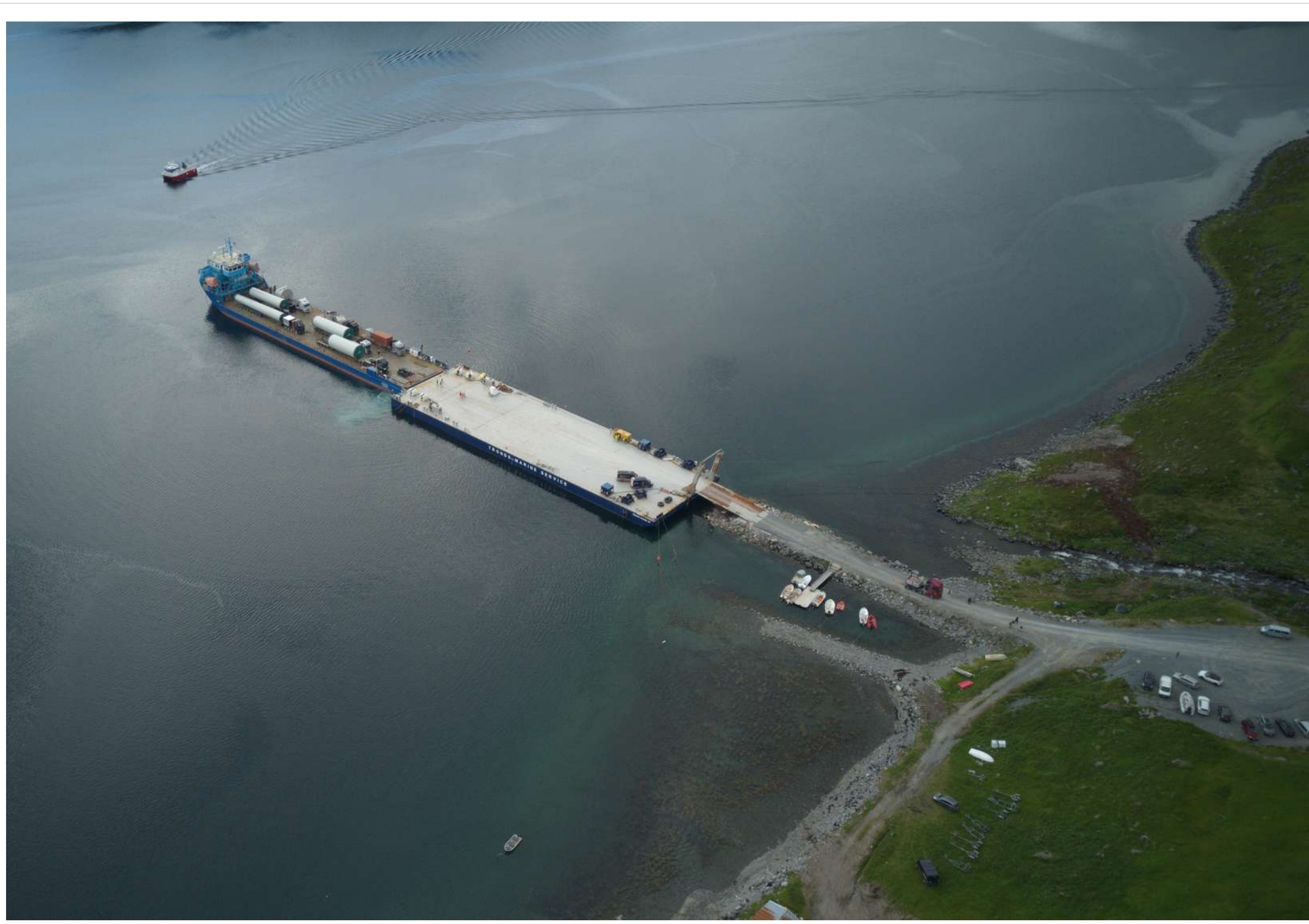
The new Landing Point causeway would comprise a rockfill bund, graded to 1:1.5 slope on the outside, with a concrete bankseat (platform and supporting block) at the seaward end.

Our construction method has been enhanced to further minimise the risk of siltation. To begin, a silt curtain would be securely placed around the working area. Next, carefully screened rock, free of fine materials, will be used to form an outer bund. This bund would extend from the shoreline in an arc, connecting to the existing pier beyond the previously damaged section. To ensure long term stability and protection, rock armour will be placed on the outer face of the bund, safeguarding the causeway.

Aggregate fill material would be placed within the core area behind the bund. Finally the bankseat would be formed, protected with a membrane to prevent spread of any grout.



Construction sequence



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

### 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 noticeable effect at the salmon farm to the north. Our Environmental Impact Assessment (EIA) will include 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.

## Project timeline and next steps

### February 2025 - exhibition feedback

The feedback received from the February exhibition and subsequent consultation period has been carefully considered in relation to the design and delivery of the proposed new Landing Point.

The Landing Point Report on Feedback is a summary of the comments from our in-person and online visitors, and you will find copies available at this April exhibition and online.



Panels at the February exhibition

### March 2025 - design freeze

We reviewed the comments from our February exhibition and subsequent consultation, as well as the data gathered from our landing point surveys and feedback from key consultees. This led to the proposed final design for the new Landing Point.

### April 2025 - final public exhibition

This second exhibition presents the final design and gathers any final feedback from the community. Once the consultation period has closed, the comments received will be carefully reviewed and summarised in a Pre-Application Consultation (PAC) Report.

### Spring 2025 - planning submission

The planning application is expected to be submitted to Orkney Islands Council in spring 2025. The application will be accompanied by the PAC Report and Environmental Impact Assessment (EIA).

Given the distinct nature of each project and varying consultee interests, separate planning applications will be submitted for the Landing Point and Wind Farm. The Wind Farm's EIA will comprehensively assess its effects, including any interactions with the Landing Point. The Landing Point's EIA will cover its direct effects, and will also assess what additional effects the Wind Farm development could add. This mirrored approach ensures that all cumulative impacts are properly considered.

### Planning process (2025 - 2026)

Once the planning application is submitted to Orkney Islands Council, the Council will advertise and initiate a statutory consultation period for statutory consultees, and another for the public, to review the planning application and associated documentation. Formal responses can be submitted then, before the Council makes a determination.

### 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 or other channels the community uses.

	2025	2026	2027	2028
February exhibition	■			
Design freeze	■			
April exhibition		■		
Planning submission		■		
Planning process		6-18 months		
Procurement			9 months	
Construction				6 months