

Landing point consultation

About this event

Thank you for taking the time to attend our first public drop-in exhibition regarding the proposed landing point for the Neven Point Wind Farm proposal.

This event forms part of our pre-application consultation process. It provides a range of information including details of the initial construction design, and information about the detailed Environmental Impact Assessment (EIA) that will assess the potential effects and ensure that we protect the environment.

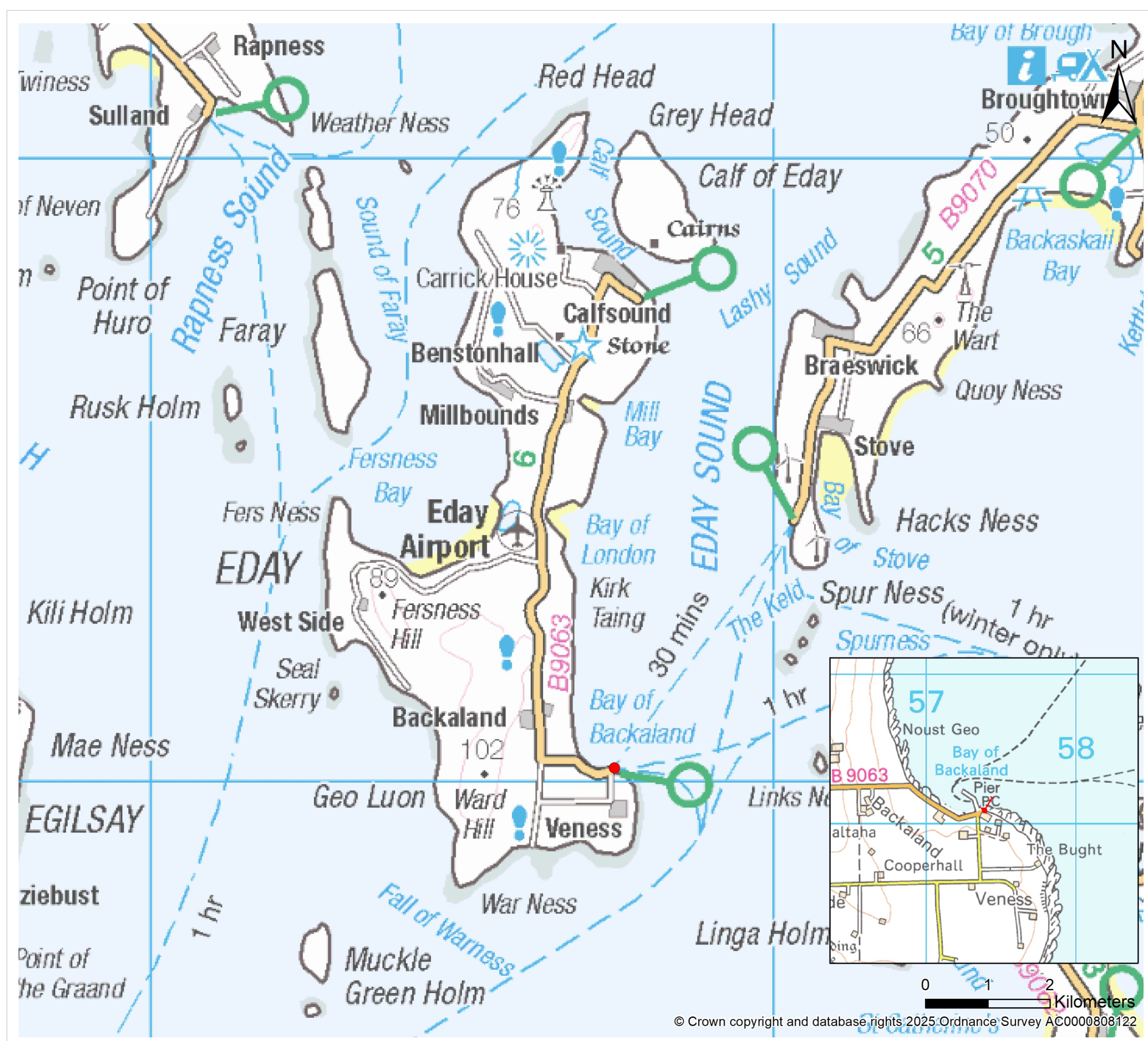
We invite you to:

- learn more about the proposed landing point
- discuss your views with our project team
- raise any questions you may have
- provide feedback to GreenPower on the landing point proposal at this stage

Please note that all of the information presented at this exhibition is also available to view online on our project website (details at bottom of panel).

Separate consultation on wind farm

We are required to hold separate consultations on the wind farm and the proposed landing point because separate planning applications will be submitted for these two aspects of the project.



Providing feedback

We're keen to receive feedback and discuss any concerns or suggestions that you may have. Please provide your feedback in writing.

Written feedback can be provided by filling in a 'Landing Point' comments form (separate to the 'Wind Farm' 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 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 proposed new landing point is Wednesday 5th March 2025. This ensures that all feedback received by this date can be considered **at this stage** of the pre-application consultation process.

Written comments submitted to GreenPower are not representations to the determining authority (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.

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, and now have over 290MW of consented and operating renewable energy projects and a growing portfolio of onshore wind, solar and green hydrogen projects in active development.

We are passionate about developing sustainable renewable energy projects which help tackle the climate emergency and also benefit the communities in which we operate.

Fundamental to our approach is the importance we place on meaningful and constructive engagement with local communities to ensure that our projects are well designed and considerably 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.

Protecting the ferry service

Need for a new landing point

To ensure normal running of the ferry service, we are proposing to construct a separate landing point adjacent to the existing pier.

The transportation of plant and equipment to Eday will be by stern-loading barge, allowing vehicles to 'roll-on-roll-off' without the need for cranes.

Protecting the ferry service and pier

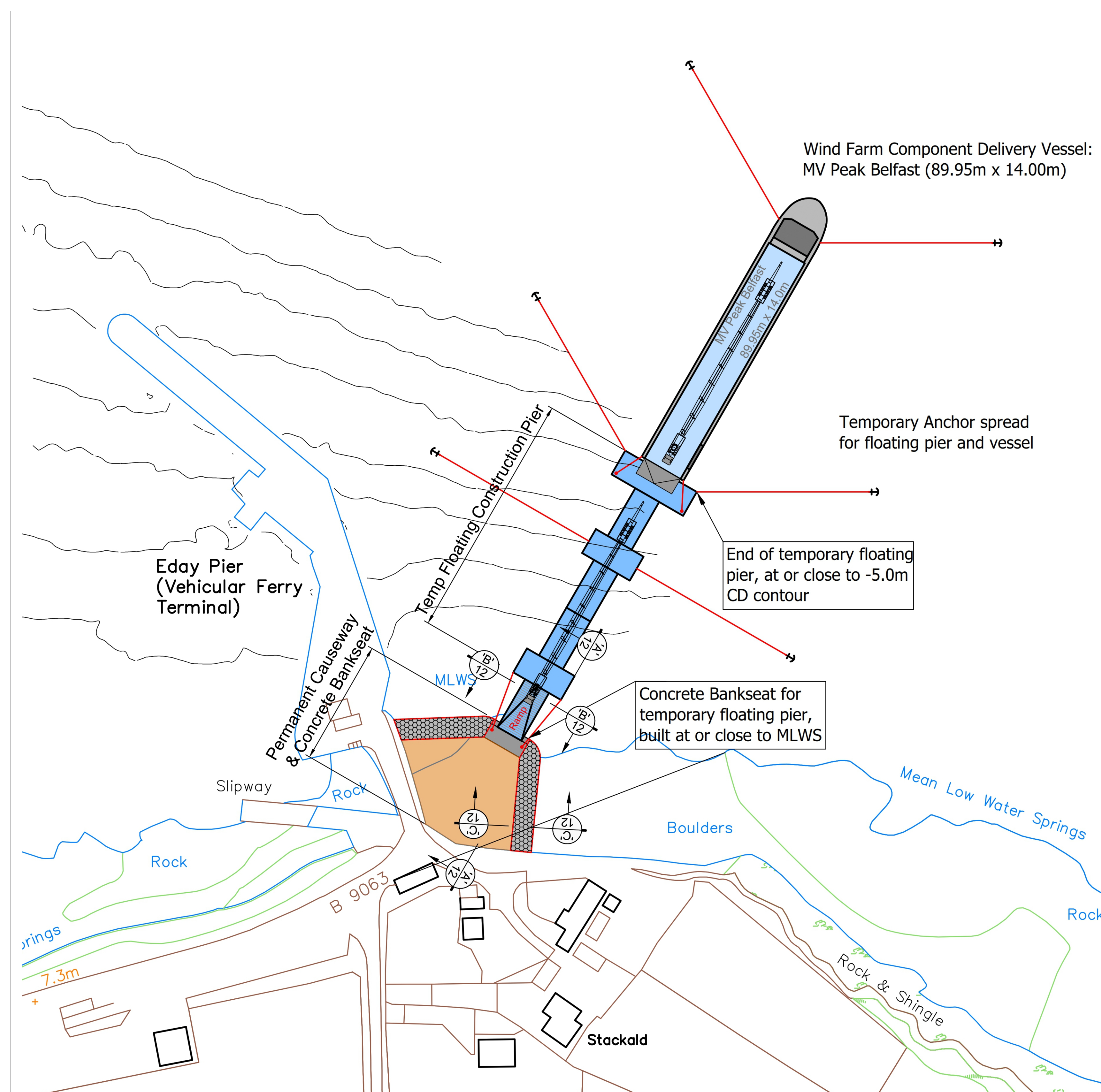
Together with leading Shetland-based marine engineering firm Arch Henderson, we have examined Eday's existing ferry terminal in detail, assessing its strength and layout, as well as the schedule of ferries carrying passengers and freight to and from the island.

We concluded that it would not be possible to offload a transfer barge at the existing pier without significant modification, in particular to the linkspan, and risking disruption to the ferries which we recognise are a vital service for the island, hence our proposed new landing point.

Overview of proposed landing point

The plan below shows a new causeway that allows access to the road network, with a temporary floating pier and a transfer barge berthed to it. The attraction of a floating system is that it has less impact on the seabed, and can be removed and stored or used elsewhere when there is no requirement for delivery or removal of turbine components.

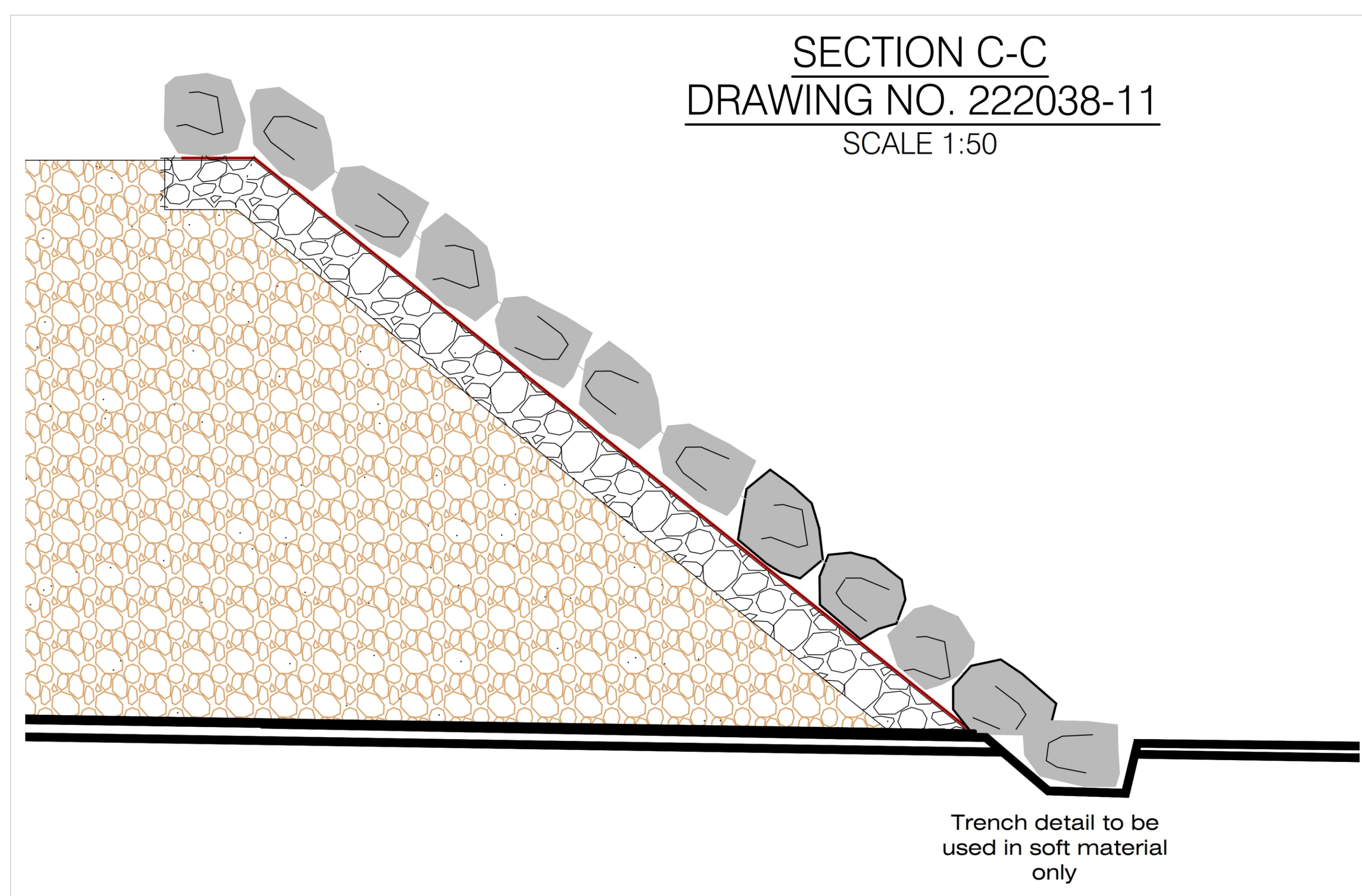
This ensures that the existing pier will be able to operate as usual even when a transfer barge is berthed.



Proposed new landing point, with floating pier and barge in position for offloading

Construction design

We have proposed that the new permanent causeway abuts the existing pier, providing reinforcement and shelter at the section that has suffered repeated erosion. Construction would be carried out without disruption to the existing ferry service. We are in consultation with the Harbours Authority and we will continue to refine the design and methodology to reflect their feedback.



Cross section of reclamation lateral face, showing rock armour over geotextile and aggregate fill material

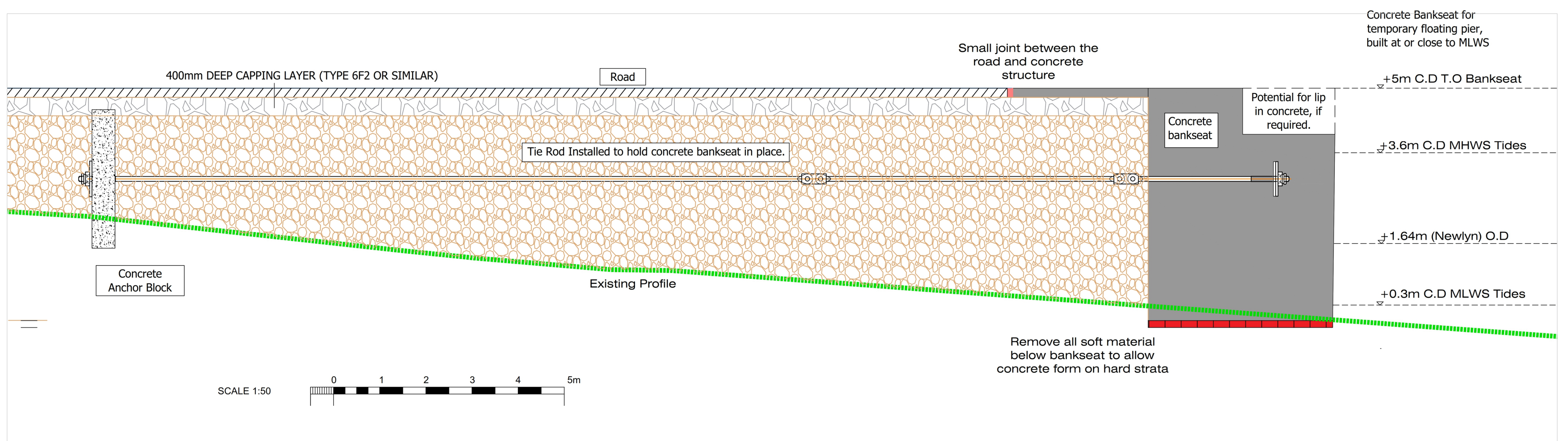
The outline design was produced by Arch Henderson, which is conducting harbour master-planning at a number of locations across Scotland, including Orkney.

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

This will be built by laying a reclamation bund of aggregate fill material, with each successive layer being covered with geotextile and surrounded by a silt boom, to prevent mobilisation of fine material. Where the causeway ends, it will be protected by a layer of rock armour forming an outer bund, with the bottom of the slope toed into a trench dug into the seabed. If the seabed comprises soft material then, a concrete bankseat will be formed, protected with a membrane to prevent the spread of any grout

We will continue to refine our silt mitigation strategy in consultation with the relevant organisations and stakeholders. Given the scale of the causeway, the potential 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.

The new landing point would be a permanent structure, remaining in situ for the lifetime of the wind farm in case of a need to deliver or remove a blade during the operational phase. 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.



Lengthways cross-section of reclamation, showing tie rod, concrete bankseat and road surface

Other considerations

Protecting the environment

The design of the proposed landing point is informed by a detailed Environmental Impact Assessment (EIA). The EIA considers all possible significant effects upon the environment that could be caused by the new landing point (as well as the wider wind farm proposal) during construction, operation, and decommissioning, in order that these can be avoided, mitigated or minimised.

Whilst separate planning applications will be submitted for the wind farm and landing point, they are considered a single project in the approach to environmental assessment, so an annexe to the wind farm's Environmental Impact Assessment (EIA) is in preparation to support the planning application for the new landing point. EIA sections exclusively relevant to the landing point include:

- Intertidal benthic ecology
- Navigation
- Coastal processes (hydromorphology)



To date our independent experts have conducted otter surveys and a detailed survey of the intertidal zone within and around the proposed development site. No protected species or communities, including habitats of conservation or ecological importance, were identified.

Arch Henderson's design takes into account the results of the surveys to date and allows for low-impact construction by avoiding the need for seabed piling.

Involving the local supply chain

Our project team always aims to design and deliver in a way that minimises impacts and maximises benefits.

For both the proposed new landing point and the wider wind farm proposal, we are keen to involve as many local businesses as possible, to maximise local benefit and growth potential for local businesses on Eday and within the wider Orkney Isles.

If you are a local business and have an interest in getting involved in the project, please speak to our project team at the exhibition or get in touch with us by emailing nevenpoint@greenpowerinternational.com

Timescales and next steps

Once we have reviewed the community feedback from this consultation and considered the findings from any remaining EIA survey work (including key consultee feedback), we will hold a second and final public drop-in exhibition event and consultation period.

The second consultation is expected to be held in spring 2025 and will seek to gather feedback on the final design for the proposed landing point. It will also provide a summary of feedback received from this first consultation.

We expect to submit a planning application for the landing point later in the spring. The application will be accompanied by a Pre-Application Consultation (PAC) Report which will summarise feedback from the two consultations held and explain how it has been considered.

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