COMMENT/QUESTION	RESPONSE
1A. People are still very enthusiastic about the project.	Support noted. We anticipate that construction will be completed by the end of 2024, with that including the environmental mitigation required by the existing and new planning consents.
1B. People are keen to see the project completed and meet expectations in terms of environmental and economic benefits. 1C. We are really keen to see the new jobs. 1D. How many permanent jobs will there be here, and what are the opportunities for local people?	An Economic Impact Assessment Report was submitted with the original planning application providing more detail on the economic benefits of the development. It was previously estimated that the spaceport will result in around 40 new jobs locally. Work to define the operational spaceport team will take place over the coming months and more detail about spaceport related jobs will be shared in due course. Jobs will be promoted on the Orbex website and through other local methods. To-date we have appointed 3 roles: Spaceport Preparation and Support Manager, Environmental Clerk of Works and Chief of Spaceport Operations. The construction has also created indirect jobs for those working on the site and we expect the spaceport to also create a number of local supplier opportunities once the construction is completed. The jobs will cover aspects including those responsible for maintaining on-site equipment, security and support staff. While some new jobs have already been created in the local area, and over 100 jobs have been created in Forres (within the wider Highlands and Islands Enterprise area), the full economic benefits will begin to be delivered once the spaceport becomes operational.
2. What is the rationale for the changes you are proposing?	The original planning application was prepared around 5 years ago, at which time there was no launch service provider or launch site operator appointed. Since then, Orbex has taken over the delivery and management of the spaceport and so we have been able to refine the operational requirements.
3. Why is the antenna park being relocated?	The relocation of the antenna park to Ben Tongue means that there will be a clear line of sight of the rocket after launch for a longer duration than if it was located on the spaceport site, which improves safety.
4. Why is the new section of access track on Ben Tongue needed?	A short stretch of access track is to be created to enable the equipment to be taken up to the summit.
5A. The proposed changes are all positive in terms of the environmental impacts. 5B. The changes to the spaceport site look very good.	Support noted. The intention of the proposed changes is to enhance the operational functionality of the spaceport whilst also further reducing the potential environmental impacts of that in terms of having a smaller built footprint, reducing peat disturbance, reducing the impact on ground water dependent terrestrial ecosystems, reducing the visual impact, minimising disturbance to the watercourse crossings and increasing the width of mammal migration paths between the watercourse crossings. The changes will also mean a shorter construction period is required and fewer vehicle movements generated during the construction period.
6A. The infrastructure on Ben Tongue looks very discreet and will be barely visible. 6B. The antenna on Ben Tongue look quite small.	The antennae are 9m high, the existing mast on Ben Tongue is more than 20m high, so the antennae are small in comparison with that. It should also be noted that the antennae are only at their full height during a launch event, and the dishes are stored in a horizontal position about 1m lower when not in use. The equipment has been located to minimise any visual impact, but a landscape and visual impact assessment will form part of the new environmental impact assessment report that will be submitted with the new planning application.
7. The scale and massing of the infrastructure on Ben Tongue and alterations to the access track should be kept to a minimum to reduce the visual impact.	The infrastructure is the minimum required to ensure a safe launch and has been designed and located to ensure that the visual impact is minimal being adjacent to the existing mast (which is significantly higher than the proposed dishes); the dishes are able to be stored in a horizontal position, the omni masts only required for the launch period and the containers set back from the ridge. The alterations to the access track are likewise the minimum required to ensure that vehicles are able to deliver and maintain the equipment without impacting on the National Scenic Area.