Intended for
Viking Energy Wind Farm LLP

Date
January 2021

Project Number
1620009158

VIKING WIND FARM
PLANNING MONITORING OFFICER AUDIT REPORT 002

RAMBØLL

VIKING WIND FARM
PLANNING MONITORING OFFICER AUDIT REPORT
002

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CONTENTS

1. AUDIT DETAILS

1.1 Audit Details

Audit Number	PMO 002
Location	Scord of Sound Sandwater Road Main Construction Compound Track leading to N111
Weather Conditions	Dry, cold, sunny spells (4°C), dry.
Audit Date	1st December 2020
Audit Owner	Ramboll UK Ltd

1.2 Distribution

Position	**Action**
Ramboll Project Director Planning Monitoring Officer	For information
SSE Renewables Development Manager	For information
SSE Renewables Consents Manager	For information
SSE Renewables Environmental Advisor	For information
RJ McLeod Design Management Engineer	For Information
Shetland Islands Council Planning Enforcement Officer	For information
Shetland Islands Council Natural Heritage Officer	For information

1.3 Terms of Reference

This audit has been completed with reference to the following key documents:

- Application under Section 36C of the Electricity Act 1989 to vary the consent granted under Section 36 of that Act on 4 April 2012 to construct and operate the Viking Wind Farm located in Shetland Islands Council Planning Authority Area and for a direction under Section 57 of the Town and Country Planning (Scotland) Act 1997 for planning permission to be deemed to be granted in respect of the proposed development (i.e. the 'Variation Application').

The Viking Wind Farm project will comprise the construction of 103 wind turbines with a turbine tip height of 155 m; development of a temporary construction compound; construction of associated access tracks; development of a substation; development of a convertor station; erection of permanent Met Masts; and the excavation of borrow pits.

The project was consented as detailed above, receiving Section 36C Consent and deemed planning permission on 24th May 2019.

Separate planning consents are in place for the following specific aspects of the development:

- Construction of the Kergord Access Track[1] (consented on 29th April 2019).
- Re-alignment of Sandwater Road[2] between the Burn of Weisdale and the junction with the A970 to facilitate construction access for the Viking Wind Farm (consented on 26th May 2020).

[1] Shetland Islands Council Planning Reference No: 2018/096/PFF
[2] Shetland Islands Council Planning Reference No: 2019/079/PPF

- Formation of temporary construction compounds at two locations; Sandwater (Main)[3], consented on 22nd June 2020; and North (South of Voe)[4] consented on 9th September 2020R.

1.4 Role of the Planning Monitoring Officer

Condition No. 3 of the Variation Application states that:

"No development shall commence unless and until the Planning Authority has approved in writing the terms of appointment by the Company of an independent and suitably qualified environmental consultant to assist the Planning Authority in monitoring compliance with the terms of the deemed planning permission and conditions attached to this consent (a Planning Monitoring Officer ("PMO"). The terms of the appointment shall:

- Impose a duty to monitor compliance with the terms of the deemed planning permission and conditions attached to this consent;
- Require the PMO to submit a monthly report to the Planning Authority summarising works undertaken on site; and
- Require the PMO to report to the Planning Authority any incidences of non-compliance with the terms of the deemed planning permission and conditions attached to this consent at the earliest practical opportunity.

The PMO shall be appointed on the approved terms throughout the period from Commencement of Development to completion of post construction restoration works.

In order to discharge the above requirements, the PMO undertakes site-based audits at monthly intervals to monitor the compliance with the conditions of the consent. The primary documents used for compliance monitoring are the Construction Environmental Management Plan (CEMP); Pollution Prevention Plan (PPP). Additional documents will be referenced as required for specific detail.

The following traffic light system is used to indicate action status:

	Green – activities appear to be compliant with the CEMP, PPP and other applicable environmental management procedures and plans and there are no other issues.
	Amber – in general activities are compliant with the CEMP, PPP and other applicable environmental management procedures and plans but there are minor actions required.
	Red – activities may not be compliant with the CEMP, PPP and other applicable environmental management procedures and there are critical actions.

1.5 General Limitations and Reliance

This report has been prepared by Ramboll UK Limited ("Ramboll") exclusively for the intended use by Viking Energy Wind Farm LLP (the "client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or in respect of any matters outside the agreed scope of the services or the purpose for which the report and the associated agreed scope were intended or any other services provided by Ramboll.

In preparation of the report and performance of any other services, Ramboll has relied upon site observations, publicly available information, information provided by the client and information provided by third parties. Accordingly, the conclusions in this report are valid only to the extent that the information provided to Ramboll was accurate, complete and available to Ramboll within the reporting schedule.

[3] Shetland Islands Council Planning Reference No: 2019/188/PPF
[4] Shetland Islands Council Planning Reference No: 2019/210/PPF

Ramboll's services are not intended as legal advice, nor an exhaustive review of site conditions and/or compliance. This report and accompanying documents are intended to form a record for the purpose of documenting compliance with Condition No. 3 of the Variation Application. Ramboll neither owes nor accepts any duty to any third party, unless formally agreed by Ramboll through that party entering into, at Ramboll's sole discretion, a written reliance agreement.

2. INTRODUCTION

2.1 Objectives of Audit

The purpose of the PMO Audits is to monitor the provision of appropriate environmental management at active work sites of the project, via desk-based review of relevant documentation and site visits to be undertaken on a monthly basis to ensure compliance with the conditions of the planning consent and associated environmental management plans.

Prior to undertaking Audit 002, the PMO liaised with the Council's Planning Enforcement Officer to ascertain whether the Council had received comments or concerns from the public regarding the construction works. The Planning Enforcement Officer provided the following information:

- SIC's Outdoor Access Officer had received complaints regarding communication of access restrictions to the site area arising from the construction works.
- A complaint was received in November 2020 approximately two weeks prior to the PMO Audit after lorry movements at Sandwater Road resulted in material (e.g. silt and mud) being washed into the roadside drainage ditches.

Both issues were raised for discussion during the audit. Further information is provided in the following sections of the report.

2.2 Scope of Audit

The scope of the audit was as follows:

- Review of documents provided by the Client and Principal Contractor prior to and following the audit visit. Specific references are included in the relevant sections of the report.
- A site visit undertaken on 1st December 2020 which included the following locations:
  - Scord of Sound (western compound area);
  - Sandwater Road (western end);
  - Sandwater Road (between the Burn of Pettawater and access to Mid Kame Ridge); and
  - Main Compound
- Discussions were held on site with the Geotechnical Clerk of Works (GCoW), Environmental Clerk of Works (ECoW) and Archaeological Clerk of Works (ACoW).

A selection of photographs taken during the audit is included in Appendix 1.

2.3 Site Personnel

The following site personnel were interviewed as part of this audit:

Company	Position
SSE Renewables	Environmental Advisor
Tony Gee and Partners	Geotechnical Clerk of Works
MBEC	Environmental Clerk of Works
Headland Archaeology	Archaeological Clerk of Works

3. SITE SETTING, RECORDS AND OBSERVATIONS

Observations recorded during the audit are described in this section. Corresponding photographs are included in Appendix 1.

3.1 Scord of Sound Compound

3.1.1 Site Setting and Activities

The Scord of Sound compound is located at the south western limit of the site boundary. It was intended that the consented compound at this location would be constructed to allow development of the access track northwards (towards turbine K76), however plans have been revised and the track will now be constructed from the opposite end progressing in an overall southerly direction towards the Scord of Sound.

3.1.2 Observations

It was reported by the SSE Environmental Advisor that works in this area commenced at the beginning of October which comprised soil stripping and the excavation of drainage ponds. Silt fencing was observed along the southern boundary of the excavated area (i.e. downgradient) and upgradient of the culvert (refer to Appendix 1, Photos 1 and 2). A white pipe (passive syphon system) was also observed in the drainage ponds which is used to divert water in the event of heavy rain. The area drains towards a culvert which passes under the A971 road and then follows a natural drainage channel. There are no active works occurring in this area. Visits are undertaken by SSE's Environmental Advisor; SSE's ECoW and RJ McLeod's Environmental Advisor on at least a weekly basis to monitor the drainage mitigation measures that have been put in place. No issues were reported in relation to the presence of silty water or issues with the mitigation measures.

3.2 Western End of Sandwater Road

3.2.1 Site Setting and Activities

Since the previous PMO Audit, construction of the western end of Sandwater Road had commenced. The western end of the road is currently accessed from the vehicle access point from the B9075 leading towards the Kergord compound, and is progressing towards the Mid Kames Ridge. The importation of stone to form the road had temporarily ceased on the day of the audit due to the closure of the existing Sandwater Road[5] which provides the only current route for construction traffic.

3.2.2 Observations

The SSE Environmental Advisor explained that the western end of the road was intended to be a ''floating road', however the recorded ground conditions meant that this was not a suitable solution and that foundations were required. As a result, the volume of soil excavated was more than anticipated. Turves and mineral soils are currently placed in separate stockpiles alongside the road for reinstatement at a later date (refer to Appendix 1, Photo 3). The material was recorded on the excavation log and the stockpiles are monitored for stability on a daily basis by the GCoW.

Given the potential for archaeological artefacts to be encountered during the works, an archaeological watching brief was required during excavation of the western end of the road. The

[5] The road was closed by SIC on Monday 30th November following damage to one of the bridge's concrete parapets. A new structure was put in place and the road was re-opened on 2nd December 2020.

PMO confirmed that this was undertaken by the ACoW. The watching brief was completed on the day on the PMO audit and excavation work beyond this point towards the junction with the Mid Kame Ridge do not require the ACoW to be present full time. Discussions held with the ACoW are summarised in Section 3.5.3. A general view of the on-going construction in this area is shown on Photo 4 in Appendix 1.

Construction of the new road required an existing surface watercourse, the Burn of Swirtars, to be diverted. This was carried out under a Controlled Activity Regulations (CAR) license issued by SEPA. A copy of the license[6] was provided to the PMO for review. There were three authorised activities covered by the license: realignment (east); realignment (west); and culvert. The diversion was carried out under full time supervision by the ECoW with the work completed on 30th November 2020.

Schedule 3 of the CAR License required a Method Statement to be submitted to SEPA for approval prior to the works and that the works were to be carried out in accordance with the drawings submitted with the license application. A copy of the Method Statement and drawings were provided to the PMO. The realignment works were covered by the Method Statement prepared by the Principal Contractor for the construction of Sandwater Road, dated 5th August 2020, which was submitted to SEPA on 5th October 2020. Email evidence confirming approval of the Method Statement by SEPA on 14th October 2020 was provided to the PMO. The new culvert and realigned channel are shown on Photos 5 and 6 in Appendix 1.

The PMO observed the drainage mitigation measures that have been implemented in this area including culverts under the new road, a ditch excavation, placement of check dams and a sump located adjacent to the western end of the new road (refer to Appendix 1, Photos 7, 8 and 9). The sump collects the water and this is re-routed via the use of a pump and pipework towards the settlement pond.

3.3 Sandwater Road (Burn of Pettawater to Mid Kames Ridge)

3.3.1 Environmental Incident

One Environmental Incident was reported since the last audit. This occurred in the Sandwater Road area on 29th October 2020.

Discoloured water was observed entering Sandwater Loch from Culvert 4 and the source of the water was identified by the Principal Contractor's ECoW as originating from the pump discharge area. The pump was in operation to divert water a distance of 200 m from a blast hole, however the pump was observed to have burst. The incident was identified at 10:30 and the plume in the loch was monitored by the Principal Contractor and SSE ECoWs over a two-hour period. Turbidity levels were reported to have reduced within this time. Water samples were collected from the loch and submitted to a UKAS accredited laboratory for total suspended solid (TSS) analysis. The results confirmed the concentration of TSS to be below the trigger threshold of 100 mg/L[7].

Following the incident, the Principal Contractor took action to ensure pump outlets are monitored for the first 30 minutes of operation. Daily check sheets are used, and a toolbox talk was held on 11th November 2020 to highlight the incident and responsibilities of site personnel.

[6] License Number: CAR/S/1192211, issued by SEPA on 20th September 2020

[7] Trigger threshold value is provided in "Plant Ecol Limited, October 2020: Viking Energy Wind Farm, Baseline Hydrochemical Monitoring"

Ramboll was provided with a copy of the incident report that was prepared by the Principal Contractor and evidence that the incident was reported to SEPA by email on the 29th October 2020 (on the day of the event).

3.3.2 Site Setting and Activities

Sandwater Road (B7095) is located at the southern limit of the central site area, immediately west of the junction with the A970. The Sandwater loch is located south west of this junction, and directly to the south of the site boundary. Sandwater loch is designated as a Site of Special Scientific Interest (SSSI)[8], notified for 'Open Water Transition Fen' and 'Mesotrophic Loch' habitats.

Construction of the road has progressed between the Burn of Pettawater, westwards towards the access point for the Mid Kame Ridge since the last PMO Audit. Preparatory works were being undertaken ahead of construction of the bridge across the Burn of Pettawater[9], while crushing was taking place close to the Mid Kame Ridge access point following a blast the previous week.

The SIC Enforcement Officer advised that one complaint had been received since the last PMO Audit, as a result of lorry movements in this area, causing material (e.g. silt) to enter the drainage ditch along the side of the road. This was an area that had been identified for corrective action during the previous PMO Audit in October when silt and mud was observed at the Sandwater Road access point.

3.3.3 Observations

The PMO observed the work area on the western side of the Burn of Pettawater. Silt fencing was in place along both sides of the watercourse and site personnel were in the process of creating a sump to intercept surface water which is then rediverted via a pump and pipework to the catchment area to the north of the work site (refer to Appendix 1, Photo 10).

Revised drainage mitigation measures have been implemented in this area since the last audit due to the construction of the new road. Each of the culverted drainage channels were viewed on both sides of the road by the PMO and surface water was observed to be clear at the time of the audit (refer to Appendix 1, Photo 11).

A new settlement pond has been excavated since the previous PMO audit (refer to Appendix 1, Photo 12). Pumps were observed in the pond which are used to divert clean water to the wider catchment area, north of the new road.

Rock extraction was taking place towards the junction with the Mid Kames Ridge access track. Blasting had been undertaken in the week prior to the audit, and during the visit the PMO observed processing of the blasted rock with the mobile crusher (refer to Appendix 1, Photo 13). The SSE Environmental Advisor confirmed that no issues relating to the generation of dust from the crushing activities had been raised by the public. The PMO observed signage at the entrance indicating that borrow pit works are taking place.

Notice boards were also in place advising the public that normal rights of access are suspended due to the ongoing construction works (refer to Appendix 1, Photo 14). This point is discussed further in Section 3.5.

The PMO observed the access point from the existing Sandwater Road following the presence of the silt and mud during the previous audit, and recent public complaint. The road was noted to be clean (refer to Appendix 1, Photo 15). A road sweeper is now available on site as per

[8] As notified under the Nature Conservation (Scotland) Act 2004

[9] The bridge crossing will be constructed under CAR License: CAR/S/1190764.

Condition 18 of the planning consent which is used regularly to keep the road clear of silty debris that could wash into the drainage network and surface water features.

3.4 Main Compound

3.4.1 Site Setting and Activities

The main compound is currently under construction and is located at the southern extent of the development site, accessed from the A970. Activities in this area are related to the groundworks associated with formation of the compound, and construction of access tracks to the south eastern area of the wind farm.

3.4.2 Observations

At the time of the audit, preparatory works for blasting on the 3rd December had been undertaken, with the drill holes to be blasted demarcated by traffic cones. An excavator and drilling rig were operating in the area to be blasted on 4th December. A settlement pond was in the process of being excavated, downgradient of the compound area. A labelled spill kit was observed within the work area.

Following the audit visit, the compound cabins were commissioned, and occupation of the main compound commenced on 17th December 2020.

Track construction is progressing from the main compound area towards turbine N111. A water crossing was observed on this track by the PMO (refer to Appendix 1, Photo 17). Silt fencing was observed between the track route and surface water course. Water flowing through the culvert was noted to be clear at the time of the audit.

3.5 Outdoor Access Restrictions

Prior to the audit, information was forwarded to the PMO from the SIC Outdoor Access Officer regarding access restrictions as a result of the construction works. Concerns raised were as follows:

- A member of the public had requested clarification in relation to the suspension of access rights "*within 300 m of any ongoing or completed construction works*" as noted on signage erected at Sandwater Road (see Appendix 1, Photo 14) and if there was approval in place for this restriction.
- Commitments outlined in the Outdoor Access Management Plan and Sandwater Road Recreational Management Plan relating to the communication of restrictions with the general public had not been carried out.

Condition 35 of the Planning Consent for the wind farm requires the developer to prepare an Outdoor Access Plan for approval by the Planning Authority while Condition 14 of the Planning Consent for Construction of Sandwater Road required preparation of a Recreational Management Plan.

Section 6.2 of both documents outline the 'General Access Arrangements' which states that public communication regarding access, restrictions, and awareness, would be via communication with the Community Liaison Group, Shetland Access Forum, public notices and the wind farm website. At the time of the audit, communication from the Outdoor Access Officer indicated that neither the Community Liaison Group, nor Shetland Access Forum had been involved in discussions with Viking Energy Wind Farm; and therefore is at variance with the contents of the Plans.

The PMO was provided with a copy of email correspondence from SSE Renewables to the SIC Outdoor Access Officer, dated 29th October 2020 which included the following details:

- The buffer of 300 m has been applied by the Principal Contractor in order to meet its responsibilities under the Construction (Design & Management) Regulations 2015 (CDM 2015) and Health and Safety at Work Act 1974.
- There was no intention to erect fencing to delineate the buffer zone as this was not deemed practical given the extent of the site; however risks associated with work activities are assessed by the Principal Contractor and would be undertaken in specific work areas if high risks were identified.

The SSE Consents Manager provided a copy of email correspondence between SSE and the Council's Outdoor Access Officer, dated 21st December 2020. The following points were made by SSE:

- SSE stated that a representative(s) would attend the next Shetland Outdoor Access Forum meeting on 19th January 2021 to provide an update on the construction works and access plans.
- It was stated that notices of access restrictions would be provided to the Outdoor Access Officer and updates provided on the Viking Energy Wind Farm website.
- COVID-19 restrictions have affected the displaying of notices to date, but SSE committed to displaying public notices at agreed locations when safe to do so.
- Similarly, an awareness programme and physical consultation during the early stages of construction (other than community liaison group meetings) has not been undertaken to date as a result of COVID-19 restrictions. SSE offered to provide updates at the next Outdoor Access Forum and Community Liaison Group meetings.
- A site information leaflet has now been produced providing safety information, a site map and emergency contact details, copies of which are displayed at site access points.

3.6 Communication with Clerks of Work

3.6.1 GCoW

It was demonstrated the responsibilities placed upon the GCoW under Condition 39 of the planning consent, and as set out in the CEMP, are being met.

A discussion was held with the GCoW during the PMO audit. One reportable incident was recorded during the time that had elapsed since the previous audit which occurred on 19th November 2020 at Array A, Spur 5 (access track that joins the new Kergord Access Track). A Preliminary Geotechnical Assessment Technical Note was prepared by the GCoW on 20th November 2020 which was referenced in the Principal Contractor's Geotechnical Event 003 Report.

The incident comprised a peat slump that occurred while an excavator was working in the area. Side casting of peat ceased after downslope movement was observed by the operator in the peat turves above the cutting for the Kergord Access Track. The peat was subsequently excavated to the mineral soil to stabilise the ground. It was reported that the slump happened following a period of heavy rain and the GCoW considered this to be a factor in the cause of the slump, as well as the presence of cut off drains and the increased thickness of peat in the area. The Principal Contractor subsequently removed peat from the area to a dedicated storage location, the Peat Risk register was updated, and an update was provided to personnel during the subsequent daily briefing. Regular inspections by the GCoW of this area are undertaken during the ongoing works.

Daily logs are kept by the GCoW which document observations made on site in each work area that is visited that day, and the information that is communicated to the foreman. An example from the 26th November 2020 was viewed by the PMO.

3.6.2 ECoW

Condition 19 of the planning consent requires the appointment of an Ecological Clerk of Works to ensure protection of the natural heritage of the area.

Monthly reports are prepared by the ECoW for submission to SSE Renewables to document the works carried out. The November monthly report was in draft at the time of the audit visit and was subsequently provided to the PMO for review. The report documented construction activities and related actions carried out by the ECoW team in the four-weekly period from 2nd to 29th November 2020. A summary of the activities completed by the ECoW during this time is presented below:

- Two ECoWs were present on site full time including cover for weekend working.
- Construction activities were undertaken at the Kergord Access Track; Sandwater Road; Sandy Quarry; Main Construction Compound and tracks; and the Mid-Kame Ridge.
- There was no micro-siting suggested by the ECoW team.
- Tasks undertaken by the ECoW team comprised the following:
  - Daily visual monitoring of watercourses including the Burn of Weisdale, the Burn of Pettawater and Sandwater Loch, and regular visual monitoring of the Burn of Droswall and tributaries of the Burn of Crookadale;
  - Monitoring of permanent drainage at Kergord Access Track;
  - Regular monitoring of drainage at Sandwater Road and providing related advice and assistance to construction team working in this area;
  - Ongoing discussion with site personnel relating to construction practices and environmental risks;
  - Regular monitoring of existing construction drainage at West Compound (Scord of Sound);
  - Regular monitoring of new culvert placement;
  - Discussions with the construction team related to the storage of mineral soils at Sandwater Road and Mid Kames Ridge;
  - Informal 'mini-toolbox talks' carried out as opportunities arose;
  - Planning and direct supervision of Burn of Swirtars diversion;
  - Regular checks on general environmental protection measures; and
  - Teaching and enforcement of best practice with regards to turf and peat storage.
- Species and habitat surveys are carried out prior to construction works commencing (referred to as pre-construction surveys). Repeat surveys were undertaken in five areas by the ECoW team on the basis that two weeks had elapsed since the original surveys had taken place. These repeat surveys were completed at Kergord Access Track and Spur 4; the Mid Kames Ridge; Sandwater Road; Spur 19; and Spur 20.
- Monitoring of the Burn of Weisdale and Burn of Pettawater for signs of Eurasian otter activity.

The report also identified aspects of the construction works where there could be continued improvement, such as:

- Increased pro-active (rather than reactive) implementation of construction drainage;
- Vegetation management. There was an occasion where mineral soils and peat were stored on top of existing vegetation at the west end of Sandwater Road rather than vegetation being stripped first for reinstatement at a later time;
- Re-use and reinstatement of all vegetation over reinstated peat which has reportedly been emphasised by the ECoW team during the works, as well as the need for turves to be

reinstated above dressed peat in a timely manner during the autumn and winter months. Example photographs exhibiting good practice reinstatement by the construction team was also presented in the report.

It was concluded by the ECoW team that overall, the construction works during this period had progressed in an environmentally aware manner. The key focuses of the construction team were reported to be management of silty water at Sandwater Road; water mitigation across the site; and aiming for prompt reinstatement while constructing tracks.

3.6.3 ACoW

Condition 29 of the planning consent requires the appointment of an Archaeological Clerk of Works to ensure archaeological features are protected and recorded during the development.

The PMO viewed the ACoW GIS Trigger Map during the audit which is the main database for recording observations and progress throughout the construction works. It was noted that areas requiring an archaeological watching brief (such as the western end of Sandwater Road as outlined in Section 3.2) are highlighted in green on the Trigger Map. ACoW resourcing requirements are established via the Principal Contractor's Weekly Lookahead Meetings.

The ACoW advised that Regional Archaeologist is kept up to date on progress and findings during excavations via email which is in accordance with Condition 30 of the planning consent.

3.7 Scope of next audit

The scope of the next PMO audit remains to be confirmed and will be dependent on the specific activities undertaken at the development site in the preceding days and weeks. This is likely to include:

- Review of progress in relation to concerns raised regarding public access and associated communication.
- Consideration of any comments received by the Council or SSE in relation to the works, including visits to view specific areas of concern.
- A review of the bridge construction across the Burn of Pettawater.
- Review of the set-up of the main construction compound.
- Review of aspects identified for ongoing improvement as set out in the ECoW team.

4. AUDIT FINDINGS AND REQUIRED ACTIONS

Issue	Auditor Comments	Required Action	Action Owner	Status
Nuisance and Statutory Nuisance (including noise and vibration, dust/air quality, litter).	SIC received a complaint that material (silt) had entered the drain on Sandwater Road as a result of lorry movements to and from the site. No issues were observed by the PMO during the audit and a road sweeper is present on site which is used regularly to keep the road network clear of silt/mud.	No specific additional actions other than to continue with use of road sweeper and ensure road condition is monitored.	N/A	Green
Pollution Prevention and Response (including use of spill kits, silt control, cement/concrete, dewatering, water resources)	Discoloured water was reported to have entered the Sandwater Loch via Culvert 4 on 29th October 2020. The incident was reported to SEPA in accordance with the CEMP and PPP. This occurred as a result of a fault with a pump. As a consequence of the incident, Daily check sheets are completed prior to use and pump outlets are now monitored for the first 30 minutes of operation.	No specific additional actions other than to continue with the implemented control measures.	N/A	Green
Pre-planning Works (including site set-up and general management, access tracks, community liaison)	Concerns were raised by the SIC Outdoor Access Officer regarding the buffer zone limiting access around the construction works area and lack of communication with the general public via agreed lines of communication set out in the Outdoor Access Plan and recreational Management Plan.	SSE to ensure appropriate liaison with the Community Liaison Group and Shetland Access Forum as set out in the Outdoor Access Plan and Recreational Management Plan. This is in progress.	VEWF	Amber

APPENDIX 1
PHOTOLOG

Photo 1. View of location of compound to be constructed at Scord of Sound

Photo 2. Silt fencing in drainage channel upgradient of culvert at Scord of Sound

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 3. Turves and mineral soils observed at the western end of Sandwater Road.

Photo 4. General view of western end of Sandwater Road construction, beyond area of Archaeological watching brief

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 5. Burn of Swirtars culvert (marked by black arrow) and channel realignment (marked by red arrow) on the upgradient side of Sandwater Road construction.

Photo 6. Burn of Swirtars culvert (downgradient side of the new road construction)

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 7. Example of culverted watercourse beneath new Sandwater road

Photo 8. View of drainage channel with check dams diverted towards sump in the distance.

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 9. Sump at western end of Sandwater Road with pump and pipe to divert water back to settlement pond

Photo 10. Western embankment of Burn of Pettawater at Sandwater Road

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 11. View of Culvert 4, with existing Sandwater Road and Sandwater Loch in the distance.

Photo 12. Settlement pond at Sandwater Road. Pump and yellow pipes used to re-divert clean water back to the wider catchment area.

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 13. Use of mobile plant for crushing at Sandwater Road.

Photo 14. Example of signage at site access points warning of construction works and restrictions to public access

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 15. Clean road at access point to the new Sandwater Road

Photo 16. Ground prepared for blasting in Main Compound

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020

Photo 17. Culverted watercourse beneath track leading to N111

Title:	Photographic Log	**Client:**	SSE Renewables
Site:	Viking Energy Wind Farm	**Date:**	01/12/2020