Intended for
Viking Energy Wind Farm LLP

Date
June 2021

Project Number
1620009158

VIKING ENERGY WIND FARM
PLANNING MONITORING OFFICER AUDIT REPORT 007: 28TH APRIL TO 26TH MAY 2021

RAMBOLL

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007: 28TH APRIL TO 26TH MAY 2021

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1. AUDIT DETAILS

1.1 Audit Details

Audit Number	PMO 007
Location	Kergord Sandwater Track Mid Kame Ridge North Compound and North Nesting Main Construction Compound Nesting
Weather Conditions	Windy, mild, dry (9°C).
Audit Date	19th May to 26th May 2021
Audit Period	28th April to 26th May 2021
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).
- 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 2020.

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); and the 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] Shetland Islands Council Planning Reference No: 2018/096/PFF

[2] Shetland Islands Council Planning Reference No: 2019/079/PPF (referred to through this report as the new Sandwater track)

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

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

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.

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.

2.2 Scope of Audit

The scope of the audit was as follows:

- Liaison with SIC regarding public concerns or complaints received during the audit period.
  - A complaint was received by SIC relating to the generation of dust on the Kergord Access Track (KAT) and apparent construction vehicle movements outside of the agreed working hours.
- 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 attended by the PMO, SSE Environmental Advisor, RJM Design Management Engineer and SIC Planning Enforcement Officer undertaken on 26th May 2021 which included the following locations:
  - Kergord;
  - Sandwater Road;
  - Mid Kame Ridge;
  - North Compound and North Nesting;
  - Main Compound; and
  - Nesting.
- Discussions were held 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 are 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
RJ McLeod	Design Management Engineer
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 made during the audit are described in this section. Corresponding photographs are included in Appendix 1, alongside a plan of the site indicating the location of each photograph.

3.1 Kergord

3.1.1 Site Setting and Activities

Access to the Kergord Arrays is taken via the Kergord Access Track (KAT), which is accessed from the existing Sandwater Road along the southern boundary of the central area of the development.

Activities in this area during the audit included progression of access tracks and peat restoration areas, rock extraction at borrow pits and formation of crane pad hardstanding areas. A blast was carried out at borrow pit KBP02 on the day of the audit.

3.1.2 Observations

Construction of Spur 4 had progressed beyond the location of turbine K60 at the time of the audit. An excavator was removing peat which was transported to the peat restoration area in proximity to turbine K58. Extracted rock was also in the process of being transported to this work area to continue with track construction. A culvert was noted to have been installed to divert a watercourse beneath the access tack in proximity to this location. The general work area is shown on Photograph 1 of Appendix 1.

The hardstanding crane pad for turbine K60 was being progressed during the audit as shown on Photograph 2 of Appendix 1.

A pilot track had been constructed in order to progress towards the location of turbine K60. A localised area requires drilling and blasting to create the final track route which was observed to be underway at the time of the audit as shown on Photograph 3 of Appendix 1.

The PMO viewed CH2450 of Spur 4 where the peat slippage occurred prior to the April audit. The area was observed to have been remediated via the formation of stone bunds to stabilise the slope as shown on Photograph 4 of Appendix 1. This area continues to be monitored as noted on the Peat Risk Register (PRR) for Array E.

Borrow pit KBP05 located adjacent to Spur 4 had progressed since the last audit; access tracks into the borrow pit have been formed and drilling and blasting is ongoing.

Two peat restoration areas adjacent to Spur 10 (in proximity to turbine K58) were observed by the PMO during the audit; P4C was in progress (refer to photograph 5 in Appendix 1), and P5D which was had been completed (refer to Photograph 6 in Appendix 1).

Rock extraction is continuing within borrow pit KBP02. Preparations for blasting were underway at the time of the audit and the extracted stone is used for the construction of crane pad hardstandings and access tracks. A temporary peat storage area was observed for excavated peat that will be used in the future reinstatement of the borrow pit (refer to Photograph 7 of Appendix 1).

Since the previous audit, the access track for Spur 5 has progressed towards junction 13 and this area was viewed from KBP02.

Dust mitigation measures were observed to be in use on the Kergord Access Track during the audit. This comprised the perforated hoses connected to a pump and clean water supply that

were observed during the April audit as well as a tractor towing a water bowser which was used to dampen down the Kergord Access Track.

3.2 Sandwater Track

3.2.1 Site Setting and Activities

A new track has been constructed at Sandwater, located at the southern limit of the central site area, which provides access to the Kergord and Mid Kame Ridge windfarm areas for all construction traffic. The new track is located adjacent to the existing Sandwater Road (B7095), which remains operational for public traffic.. The Sandwater Loch is located directly to the south of the site boundary. Sandwater Loch is designated as a Site of Special Scientific Interest (SSSI)[5], notified for 'Open Water Transition Fen' and 'Mesotrophic Loch' habitats.

Activities in this area comprised the ongoing construction of the permanent bridge over the Burn of Pettawater and ongoing reinstatement of the southern track verge.

3.2.2 Observations

Construction of the permanent bridge over the Burn of Pettawater is ongoing.

Reinstatement of the southern verge was being undertaken by two excavators in the western half of the new Sandwater track. Reseeding will be undertaken at a later date. The PMO understands that an appropriate seed mix (of local provenance) has been agreed with consultees (as per the terms of Condition 4(2)) and is in the process of being procured. The works in this area are shown on Photograph 8 of Appendix 1.

A tractor with water bowser trailer was observed at the Sandwater track spraying clean water to dampen down the access track in accordance with the implemented dust mitigation measures.

3.3 Mid Kame Ridge

3.3.1 Site Setting and Activities

The Mid Kame Ridge (MKR) is accessed from the new Sandwater track and stretches northwards towards Hamarigrind Scord. Track construction, reinstatement, crane pad hardstanding formation and the excavation of turbine bases were being undertaken during the audit.

3.3.2 Observations

The PMO observed the excavations that have been carried out for the turbine bases at K87 and K88. Turbine base K87 is shown on Photograph 9 of Appendix 1. RJM's Design Management Engineer advised that the excavations will be completed prior to undertaking plate bearing tests to assess the bearing capacity of the formation level.

At the northern end of the MKR at Hamarigrind Scord works are ongoing to extract rock to connect with the rest of the MKR. The junction with the A970 has been formed and was in use by trucks removing rock extracted from the cutting and transporting this to the North Compound. The works being progressed in this area are shown on Photograph 10 of Appendix 1.

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

3.4 North Compound and North Nesting

3.4.1 Site Setting and Activities

The North Compound and northern Nesting turbine arrays are located towards the northern limit of the site on the eastern side of the A970. Activities that have been undertaken in this area have included the ongoing formation of the compound platform and construction of Spur 42.

3.4.2 Observations

Since the April audit, formation of the Main Compound platform has progressed. An excavator was observed placing a geotextile across the formation level, while stone extracted from Hamarigrind Scord was being used to create the development platform. A general view of the North Compound area is shown on Photograph 11 of Appendix 1.

The PMO viewed progress of the access track along Spur 42. An excavator was observed stockpiling turves along the side of the track which track construction was progressing towards turbine N89. A secondary HMP candidate area on the northern side of Spur 42 was observed by the PMO to be in use as an area of extended reinstatement to allow the pilot track to progress. Further assessment will be carried out to confirm if this area can be treated as peat (blanket bog) restoration.

The ACoW advised that assessments of a historical Nissen Hut are in progress in the North Nesting area. Further details are provided in Section 3.7.3.

A road sweeper was observed on the A970 during the audit which is used regularly to keep the road clear of mud and debris associated with the movement of construction vehicles.

3.5 Main Compound and Nesting

3.5.1 Site Setting and Activities

The Main Compound is located at the southern extent of the development site, accessed from the A970. Formation of the upper level, comprising a material laydown area, is nearing completion. The Nesting arrays are also accessed from this area.

Activities in these areas included the ongoing formation of the upper laydown area in the Main Compound, progression of access tracks, peat restoration, excavation of turbine bases and rock extraction from borrow pit NBP05.

3.5.2 Observations

Since the previous audit the upper level of the Main Compound has been extended via the extraction of rock and formation of the laydown and storage areas was underway.

The excavation of turbine bases has commenced and the PMO viewed the excavations to date at turbine N113 and turbine N117.

Ongoing peat restoration work at P25 and P27 was observed as shown in Photograph 12 of Appendix 1.

Extraction of rock within borrow pit NBP05 is ongoing with extracted rock used for the formation of hardstanding crane pads and track construction.

The PMO viewed progress of the access track on Spur 39, north of junction 41 as shown on Photograph 13 of Appendix 1. Works to the south of this junction have been put on hold due to the presence of nesting birds, with resources deployed on to progressing work in others parts of the site.

Drilling and blasting has been carried out in the vicinity of turbine N129 to allow the access track to the turbine and hardstanding to be created. The general work area is shown on Photograph 14 of Appendix 1.

The PMO viewed progress of the access track construction along Spur 27. A pilot track has been created along a section of this spur as a result of nesting bird constraints in the vicinity. Following identification of an active nest by the ECoW, a buffer zone was delineated by canes and the pilot track constructed beyond this area. Track construction works observed by the PMO included the excavation and stockpiling of turves, and placement of geotextile along the track route.

A tractor with water bowser was observed on Spur 27 (refer to Photograph 16 of Appendix 1) dampening the access track in accordance with the dust suppression measures.

3.6 Communication with SIC

As described in Section 2.2, SIC advised the PMO of a public complaint that had been received regarding the generation of dust at the KAT and observations of vehicle movements in the Kergord area outside of the agreed working hours.

The Developer confirmed that atmospheric conditions and traffic movements continue to be monitored and dust suppression measures are implemented as required. During the audit visit on 26th May 2021, the PMO observed dust suppression measures in operation on the KAT as well as tractors with mobile bowsers operating in the KAT/Sandwater track area; MKR area; and Nesting area.

The Developer investigated the concerns relating to vehicle movements which were reported between 19:00 and 20:00 on 19th May 2021. The Principal Contractor confirmed that no work was carried out beyond 19:00. It was considered that the vehicle movements could have originated from a neighbouring construction site. The Developer agreed to liaise with the relevant parties to align access requirements with working patterns.

3.7 Communication with Clerks of Work

3.7.1 GCoW

Condition 39 of the planning consent requires the appointment of a Geotechnical Clerk of Works (GCoW) to minimise the risk of peat failure arising from the development. A video call was held between the PMO and GCoW prior to the site visit, on 19th May 2021.

The GCoW described the monitoring work that had been undertaken since the last audit. This included continued monitoring of the general construction works, including peat restoration areas; providing advice to the Developer and Principal Contractor teams in relation to peat and soil storage and handling; review of Peat Risk Registers (PRR) and providing any additional comments as required; and undertaking design reviews.

The GCoW confirmed that there had been no major rotational peat failures during the audit period. Copies of the PRR for Arrays A, C, E, F, G, J, K and N were provided to the PMO for review. The PRRs had been updated by the Principal Contractor's Engineer during the audit period and details of mitigation measures or monitoring requirements communicated to the Principal Contractor. Comments from the GCoW made during the audit period were also noted, which related to potential risk areas and ongoing monitoring requirements.

3.7.2 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. A video call was held between the PMO and ECoW prior to the site visit, on 25th May 2021.

The ECoW confirmed that pre-construction surveys are ongoing and that re-surveys are undertaken as needed, for example when works have been rescheduled.

The ECoW advised that the construction of access tracks at three locations has been affected due to the identification of nesting birds. The ECoW communicated the findings to the Principal Contractor and the Developer and mitigation measures have been implemented to avoid disturbance. The mitigation measures included construction works temporarily ceasing at two locations; on Spur 26 and Spur 38; and delineation of a buffer zone at one location on Spur 27 (as described in Section 3.5.2) within which no works can take place. The protective measures employed are in accordance with the CEMP and the VEWF Bird Protection Plan. The Principal Contractor has deployed resources on to working in other parts of the site until the ECoW confirms that the suspended works can resume.

GIS mapping prepared by the ECoW is shared with the Principal Contractor and the Developer to provide a visualisation of the identified ecological constraints, as well as a project tracker which provides details of the associated anticipated time constraints (e.g. associated with nesting birds) so that works can be scheduled appropriately. The maps and tracker are updated regularly.

3.7.3 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. A video call was held between the PMO and ACoW prior to the site visit, on 25th May 2021.

The ACoW shared the GIS Trigger Map with the PMO which is the main database for recording observations and progress through the construction works.

An update on the archaeological watching briefs and monitoring that has been carried out since the previous PMO audit was provided, as summarised below:

- Daily monitoring checks are undertaken across the construction site by the ACoW.
- A full time watching brief was undertaken in the vicinity of CH2200 of Spur 4.
- The full time watching brief between N120 and N122 on Spur 27 has been completed.
- Excavations were underway in the vicinity of the previously identified Nissen Hut in the north Nesting area, to define and evaluate this feature. A full time watching brief will be undertaken by the ACoW once construction of the access track for Spur 42 approaches the feature. The ACoW advised that a representative of Shetland Amenity Trust was on site on 26th May 2021 to view the works that have progressed in this area.
- Soil cores were collected from selected location adjacent to the new Sandwater track to allow pollen analysis to be carried out to obtain historical environmental data.

3.8 Scope of next audit

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

- Update on progress of construction works at Kergord, Mid Kame Ridge, the new Sandwater track, North Compound and Nesting.
- Consideration of any comments received by the SIC or the Developer in relation to the works, including visits to view specific areas of concern.
- Update on the formation of peat restoration areas.
- Update on the construction of borrow pits.
- Updates from the ACoW, ECoW and GCoW teams.

4. AUDIT FINDINGS AND REQUIRED ACTIONS

Issue	Auditor Comments	Required Action	Action Owner	Status
Materials Storage and Handling (e.g. oil/fuel storage and peat/mineral soil storage and handling).	Remediation of the peat slip at CH2450 of Spur 4 is complete and continues to be monitored regularly. Potential risks relating to storage of peat are recorded on the PRRs and communicated to the Principal Contractor to allow mitigation/monitoring to be undertaken.	No action required.	N/A	Green
Natural and Built Environment (e.g. ecology, biosecurity, protected sites, archaeology and site restoration).	Nesting bird constraints identifed by the ECoW team were communicated to the Principal contractor and Developer to allow mitigation measures to be implemented and rescheduling of preparatory and construction work as required. Watching briefs have been undertaken by the AcoW where potential archaeolgical constraints were identifed. Excavations in the vicinity of a historical Nissen Hut are ongoing to define and evaluate the feature.	No action required.	N/A	Green
Pollution Prevention and Response (e.g. use of spill kits, silt control, cement/concrete, water resources).	No issues were identified.	No action required.	N/A	Green
Nuisance and Statutory Nuisance (e.g. noise and vibration, dust/air quality, litter).	One complaint was recieved by SIC in relation to dust generation at the KAT. The Developer confirmed that dust suppression measures are implemented as required. The PMO observed tractors with water bowsers at various locations across the site including the KAT, the new Sandwater track and Nesting, dampening down the access tracks to aid with the mitigation of dust generation.	No additional actions required other than continued monitoring of dust conditions and implementation of control measures as needed; and ongoing liaison as required with other construction operators that use the KAT.	N/A	Green

Issue	Auditor Comments	Required Action	Action Owner	Status
	A complaint was received by SIC regarding the apparent use of the access tracks by site vehicles outside the agreed working hours. No records of vehicle movements were reported outside of the permitted working times. The Developer agreed to liaise with other users of the access tracks in the Kergord area to align use to the agreed operational hours.			
Resources, Waste and Transport.	No issues were identified	No action required.	N/A	Green
Pre-Planning Works (e.g. site set-up and general management, access tracks, community liaison).	Evidence of pre-planning works observed and reported during the audit included pre-construction surveys, nesting bird surveys, and micro-siting of access tracks to account for nesting bird constraints.	No action required.	N/A	Green

APPENDIX 1
1.SITE LOCATION PLAN AND PHOTOLOG

FOR ARRAYS DETAIL PLEASE REFER TO DRAWING NUMBER SPECIFIED ON MAIN PLAN VIEW

- ARRAY A - REFER TO SWECO DRAWING 65201850-100-A-100
- ARRAY B - REFER TO SWECO DRAWING 65201850-100-B-100
- ARRAY C - REFER TO SWECO DRAWING 65201850-100-C-100
- ARRAY D - REFER TO SWECO DRAWING 65201850-100-D-100
- ARRAY E - REFER TO SWECO DRAWING 65201850-100-E-100
- ARRAY F - REFER TO SWECO DRAWING 65201850-100-F-100
- ARRAY G - REFER TO SWECO DRAWING 65201850-100-G-100
- ARRAY H - REFER TO SWECO DRAWING 65201850-100-H-100
- ARRAY I - REFER TO SWECO DRAWING 65201850-100-I-100
- ARRAY J - REFER TO SWECO DRAWING 65201850-100-J-100
- ARRAY K - REFER TO SWECO DRAWING 65201850-100-K-100
- ARRAY L - REFER TO SWECO DRAWING 65201850-100-L-100
- ARRAY M - REFER TO SWECO DRAWING 65201850-100-M-100
- ARRAY N - REFER TO SWECO DRAWING 65201850-100-N-100
- ARRAY O - REFER TO SWECO DRAWING 65201850-100-O-100
- ARRAY P - REFER TO SWECO DRAWING 65201850-100-P-100

NOTES

1. CONTAINS ORDNANCE SURVEY DATA RECEIVED FROM SSE ON 27.08.2020.
2. ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS IN METRES AOD UNLESS SHOWN OTHERWISE.
3. TURBINE LOCATIONS BASED ON: "VIKING MICROSITING TRACKER" DATED 24.07.2020.
4. ACCESS TRACKS AND HARDSTANDINGS BASED ON SSE LAYOUT: "S115056-TG-XX-XX-M3-C-1000_ALL_SPURS _HARDSTANDS-P01". ARRAY LAYOUTS SUBJECT TO VALUE ENGINEERING DESIGN BY RJM.
5. FOR CULVERT CATCHMENT ASSESSMENT REFER TO SWECO DRAWING 65201850-100-101.
6. FOR CONSTRAINTS PLAN REFER TO SWECO DRAWING 65201850-100-111.

LEGEND

- SITE PLANNING BOUNDARY
- PROPOSED NEW TRACK
- PROPOSED CONSTRUCTION COMPOUND
- PROPOSED SUBSTATION COMPOUND
- PROPOSED BATCHING PLANT
- BORROW PIT SEARCH AREA
- PROPOSED WTG LOCATION
- AREA 1 - WEST (KERGORD)
- AREA 2 - RIDGE (KERGORD CENTRAL)
- AREA 3 - EAST (NESTING SOUTH)
- AREA 4 - NORTH (NESTING NORTH)
- PROPOSED WATERCOURSE CROSSING
- 50m MICROSITING
- SANDYWATER ROAD

Rev.	Date	Amendment Details	Drawn	Chk'd	App'd
0A	14.10.20	MINOR UPDATES	PL	RP	KS
0	17.09.20	FOR APPROVAL	BH	RP	KS

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Client: sse / RJ McLEOD / viking energy — Harnessing Shetland's natural resources

Drawing Status: FOR APPROVAL

Project Title: VIKING WIND FARM

Drawing Title: SITE GENERAL ARRANGEMENT (177-0802-1001-000-00)

Scale	Designed	Drawn	Checked	Approved
1:25000	RV	RV	RP	KS
Original Size: A1	Date: 11.09.20	Date: 11.09.20	Date: 17.09.20	Date: 17.09.20

Drawing Number: 65201850-100-100 — Revision: 0A

SCALE 1 : 25000
1000m 0 1000m

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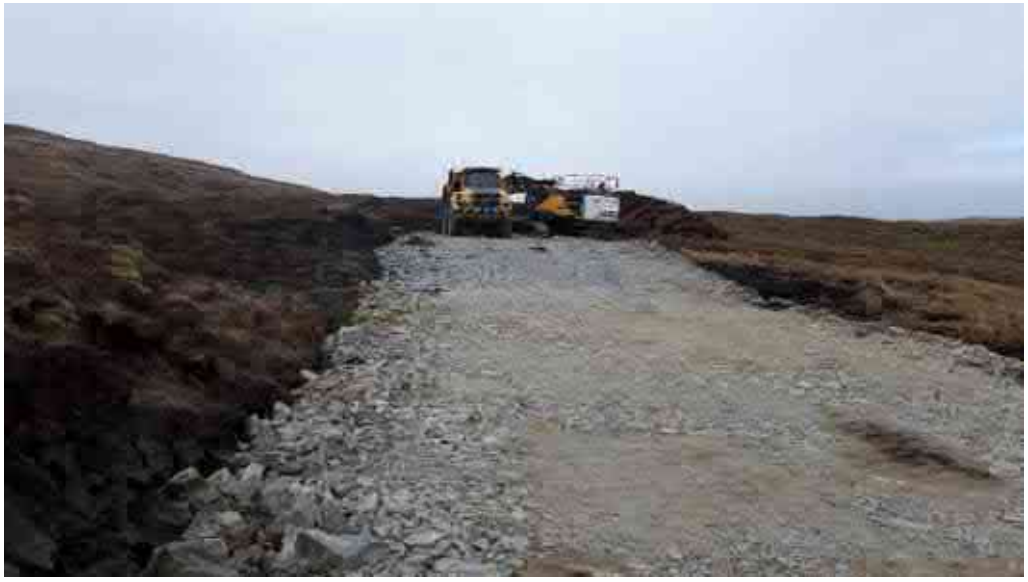

Photo 1. Removal of peat and placement of stone on access track on Spur 4.

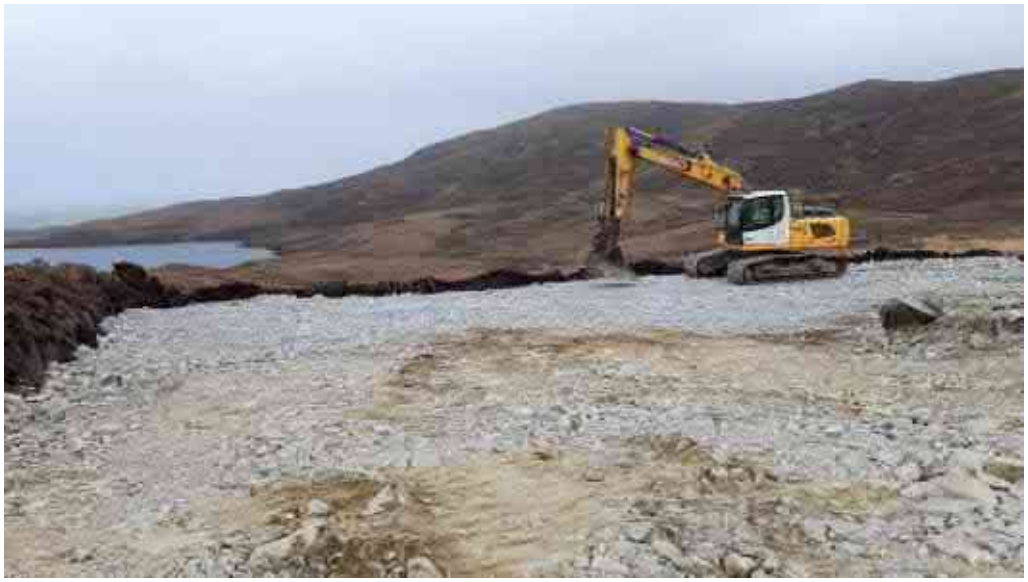

Photo 2. Formation of hardstanding crane pad at turbine K60.

Title: Photographic Log	Viking Viking Energy Wind Farm
Site: Viking Energy Wind Farm	Date: 26th May 2021

Photo 3. Area to be drilled and blasted to allow creation of final access track on Spur 4. Temporary pilot track has been constructed (on right hand side of image).

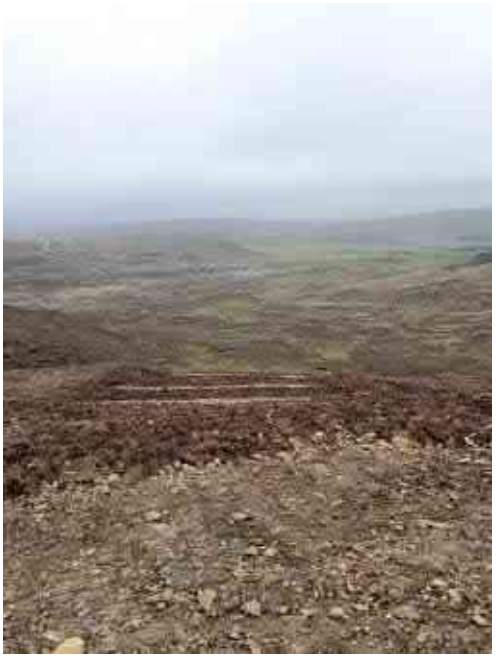

Photo 4. Remediated peat slip area at CH2450 of Spur 4 at Kergord.

Title: Photographic Log	Viking Viking Energy Wind Farm
Site: Viking Energy Wind Farm	Date: 26th May 2021

Photo 5. Ongoing works at peat restoration area P4C.

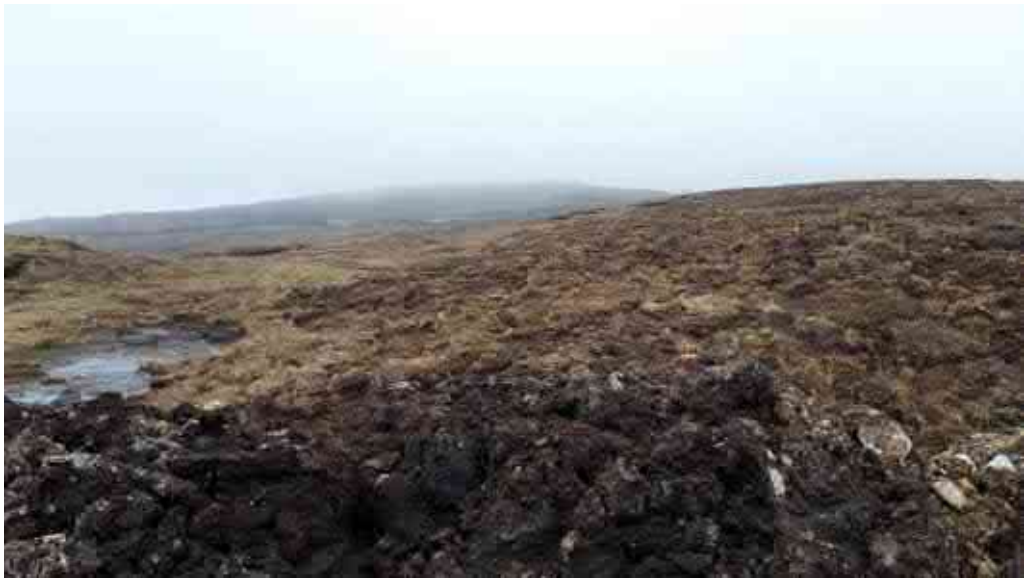

Photo 6. Completed restoration works at peat restoration area P5D.

Title: Photographic Log	Viking Viking Energy Wind Farm
Site: Viking Energy Wind Farm	Date: 26th May 2021

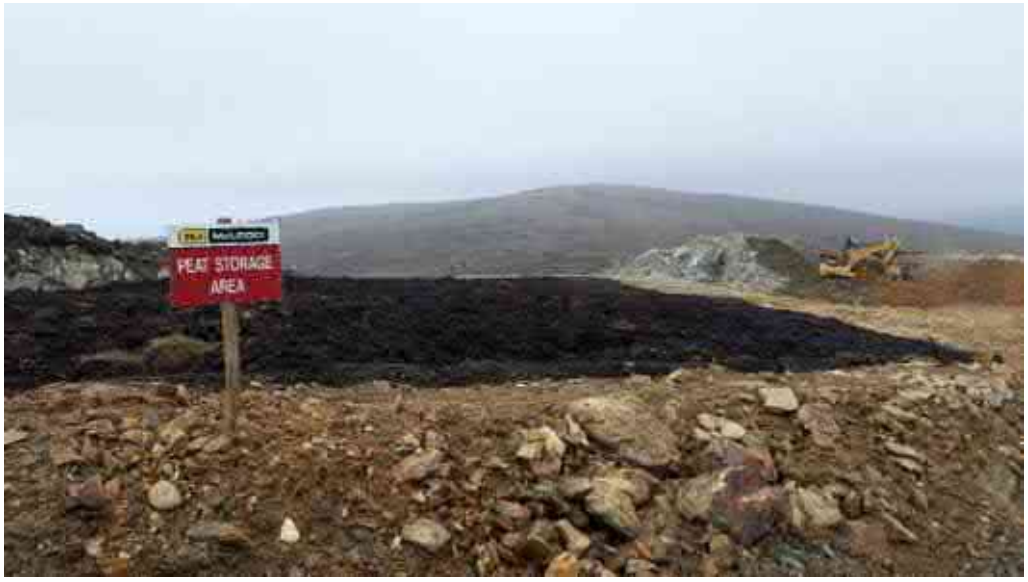

Photo 7. Temporary peat storage area within borrow pit KBP02.

Photo 8. Ongoing reinstatement on the southern verge of Sandwater Road.

Title: Photographic Log	Viking Viking Energy Wind Farm
Site: Viking Energy Wind Farm	Date: 26th May 2021

Photo 9. Turbine base excavation at K87.

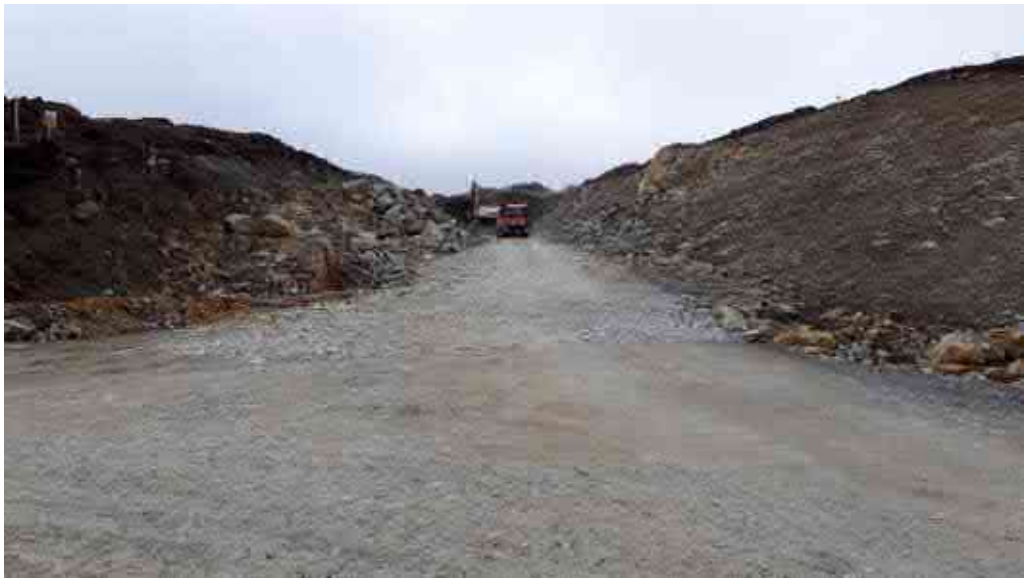

Photo 10. Rock extraction at Hamarigrind Scord, at the northern end of the Mid Kame Ridge.

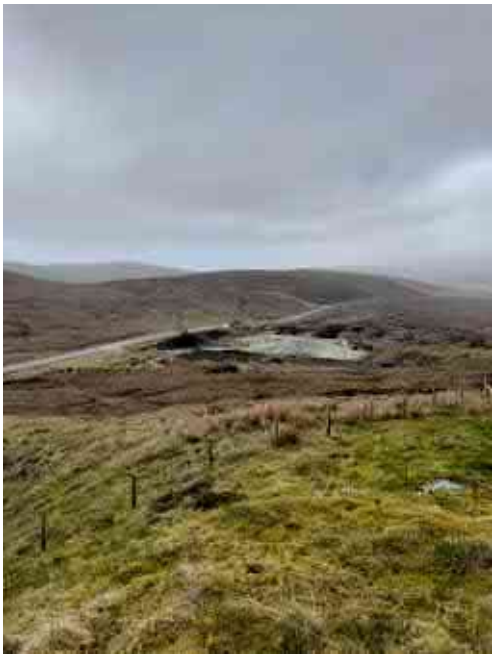

Photo 11. View of the North Compound (facing north).

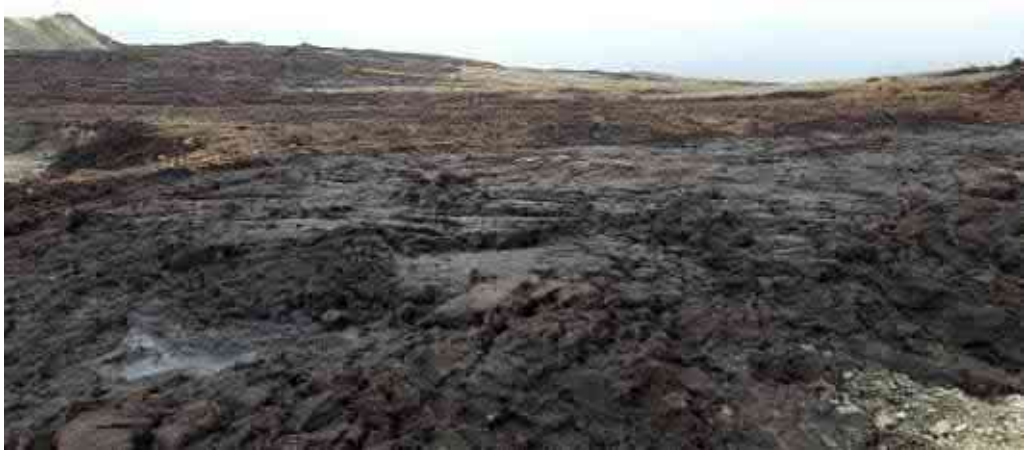

Photo 12. View of progress within peat restoration area P27.

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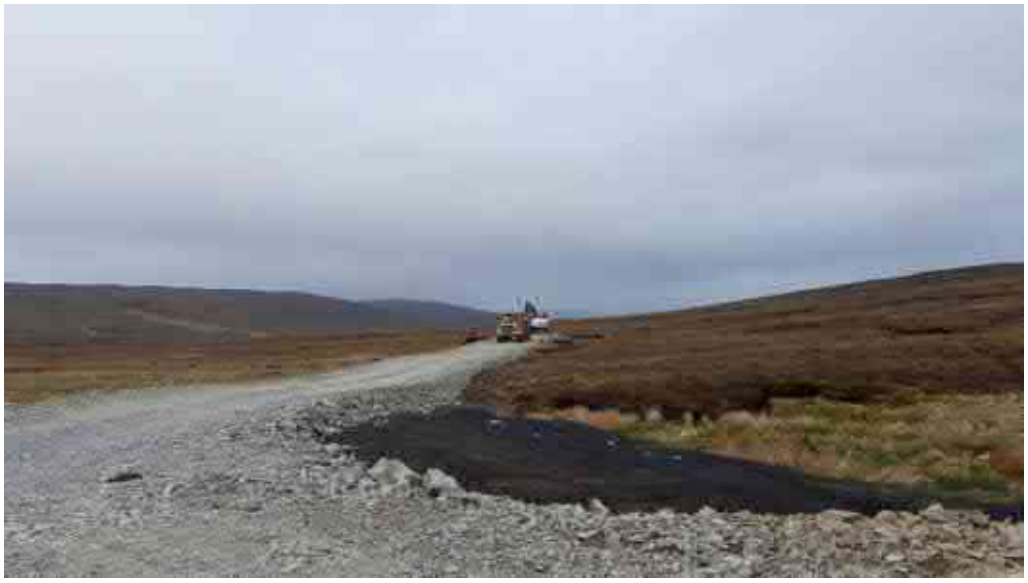

Photo 13. View of track construction at Spur 39.

Photo 14. Extraction of rock to create access to turbine N129 and associated hardstanding.

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Photo 15. Construction of access track on Spur 27.

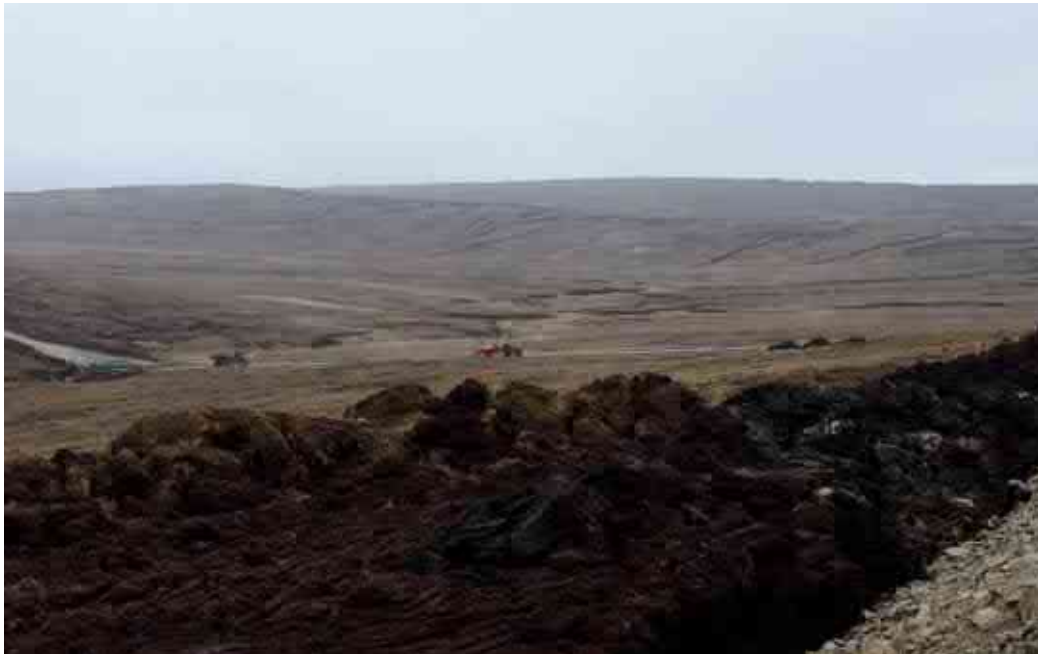

Photo 16. View of tractor with water bowser for dust suppression in Nesting area observed from Spur 27.

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