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| Agenda Item | 6.5 |
| Report No | PLN/061/26 |

**HIGHLAND COUNCIL**

**Committee:** North Planning Applications Committee

**Date:** 25 November 2026

**Report Title:** 25/02353/FUL: NKT HVC Ltd
Land 50M NE of Wester Cottage, Bridge of Wester Wick

**Report By:** Area Planning Manager – North

## Purpose/Executive Summary

**Description:** Formation of two temporary junctions for construction vehicle access, to enable underground electricity cabling works associated with the Spittal to Peterhead High Voltage Cable project

**Ward:** 03 - Wick and East Caithness

**Development category:** Local development

**Reason referred to Committee:** Objection from more than 5 households

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

## Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in section 11 of the report.

## 1. PROPOSED DEVELOPMENT

1.1 This planning application seeks permission for the construction of two temporary access junctions (AP01 and AP02) from the A99 at Bridge of Wester, located to the east of the road in the vicinity of the existing Subsea7 Wick Fabrication Site.

1.2 The access points are substantially complete and operational, and accordingly the proposal is retrospective in nature.

1.3 The junctions facilitate entry for construction vehicles associated with the installation of the Spittal to Peterhead high voltage underground and subsea cable connection. The cable connection forms part of the Accelerated Strategic Transmission Investment (ASTI) Framework, which sets out the Government's ambition to connect up to 50GW of offshore generation to the electricity network by 2030 to meet renewable energy targets.

1.4 Both access points utilise existing gated agricultural field accesses. The junctions will be constructed with a 5m asphalt-surfaced section adjacent to the carriageway, with the remainder formed in Type 1 granular material suitable for heavy construction traffic. Security gates will be positioned a minimum of 20m from the road edge to allow articulated vehicles to wait clear of the carriageway. Junction visibility splays will be provided in accordance with the Highland Council's requirements, and the design has been informed by vehicle swept-path analysis to accommodate the largest construction vehicles expected to use the route.

1.5 The proposed haul roads beyond the gates are not included within the application. The development is temporary in nature and, upon completion of the cable installation works, the access junctions, gates, fencing and associated infrastructure will be removed and the land reinstated to its previous condition, including the restoration of any field boundaries, fencing, grass verges and road surfacing affected by the proposed works.

1.6 The proposal comprises a local development, whereby there is no statutory Pre-Application Consultation (PAC) requirements. The wider cable project has however been the subject of pre-application discussions with the Planning Service.

1.7 Supporting Information: Planning Report; Access and Crossing Point Proposals; Construction Traffic Management Plan; Construction Environmental Management Plan.

The Planning Authority have undertaken an EIA Screening Assessment. This has concluded that the proposal does not require to be accompanied by an EIA (Appendix 2).

1.7 Variations: none.

1.8 The proposal relates to a wider planning context with wider HVDC cable developments and associated infrastructure in the area:

- 150km subsea HVDC cable between Spittal and Peterhead, new converter

stations at both ends, and associated land-based infrastructure including temporary access routes and junctions to facilitate construction; and

- Ayre Offshore Wind Farm (25/02964/PIP) which comprises a cable landfall and substation, with that application pending consideration at present.

1.9 The proposed underground corridor alignment would run west to east from the proposed Banniskirk substation and converter station towards Sinclair's Bay, as shown in Figure 1:

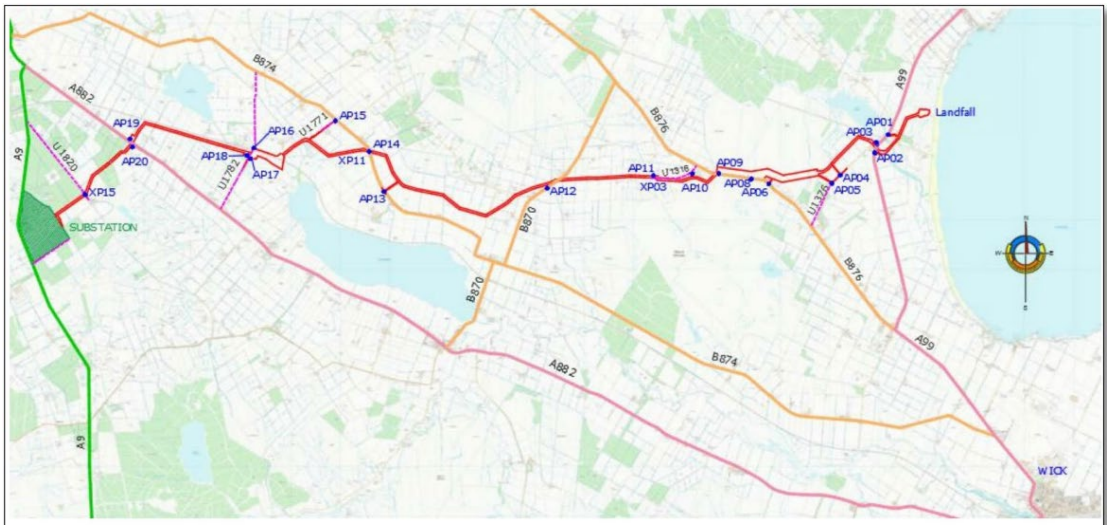



***Figure 1**: Cable Corridor Access Junction Location Plan*

1.10 The Ayre Offshore Wind Farm proposed cable corridor follows a similar alignment, albeit routed further to the north to avoid crossover conflict, before reaching a similar landfall location, as shown below in Figure 2. Owing to the Ayre Offshore Wind Farm's cable connection proposed to be undertaken by a private company, rather than SSEN as network operator, it requires planning permission which was granted in principle in March 2026 (25/02964/PIP). That project indicates that 25 further temporary construction access points may be required. Officers expect this to be rationalised through applying to utilise any consented nearby SSEN cable access points and potentially utilising these for a longer period of time should that be necessary. Such an approach was pursued by officers in the recent assessment of Ayre Offshore Wind Farm's Planning Permission in Principle application.

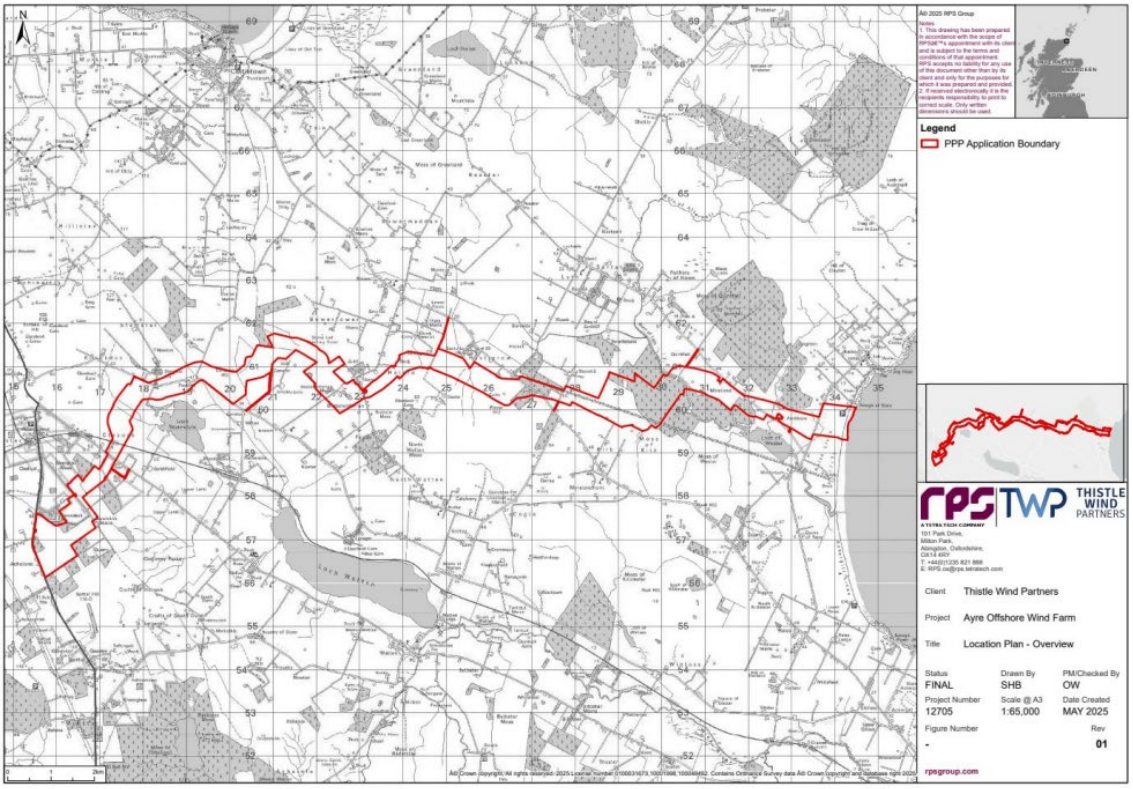



**Figure 2** – Ayre Offshore Cable Corridor Location Plan

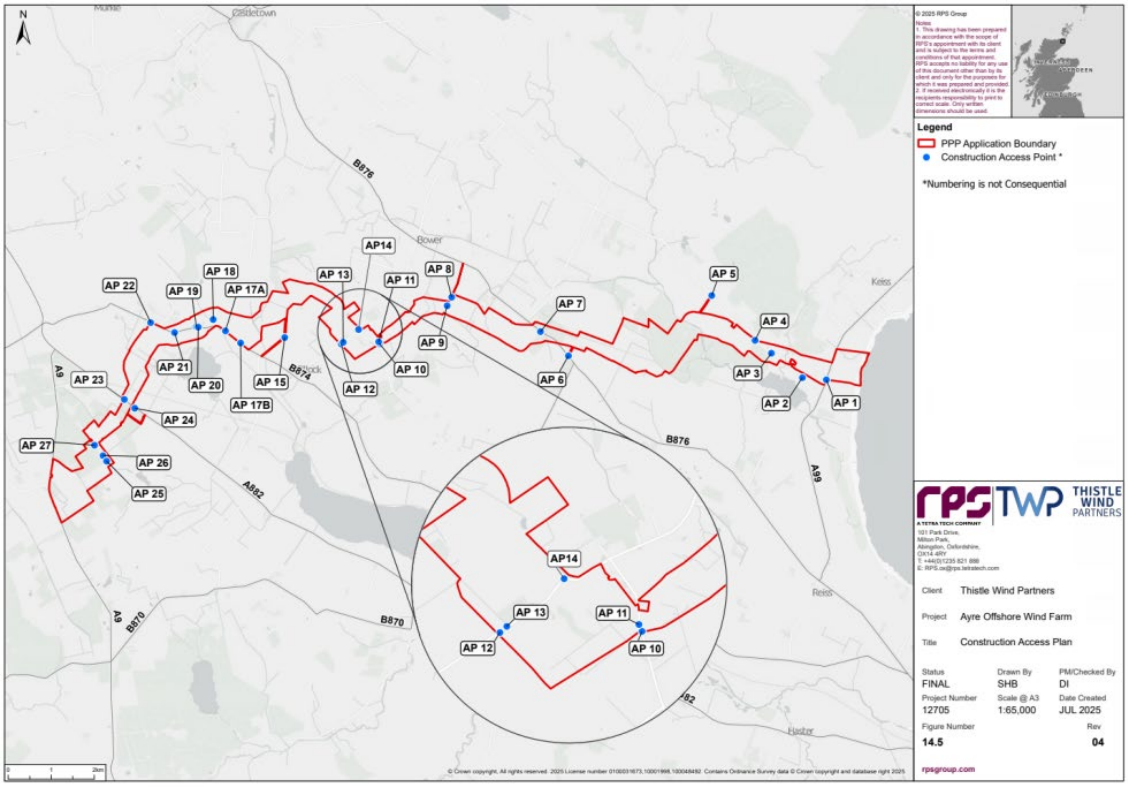



**Figure 3** – Ayre Offshore Cable Corridor – Construction Access Points

## 2. SITE DESCRIPTION

2.1 The application site comprises two existing gated agricultural field accesses (AP01 and AP02) located on the eastern side of the A99 near the Subsea7 Wick Fabrication Site, south of Keiss. The sites lie within an open rural coastal landscape characterised by agricultural land, grass verges and post-and-wire fencing. Loch of Wester lies immediately to the west of the A99, while the surrounding area includes agricultural fields and scattered residential properties.

## 3. PLANNING HISTORY

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| 3.1 | 1 February 2011 | 10/04831/FUL \| A renewal of planning permission for pipeline fabrication site. | Application permitted |
| 3.2 | 12 April 2021 | 20/04616/S42 \| Section 42 application to amend Condition 1 of planning permission 10/04831/FUL (extension of time) | Application permitted |
| 3.3 | 29 February 2024 | 24/00243/SCOP \| Ayre Offshore Wind Farm - onshore infrastructure including substation, inter-array cables, export cables and associated infrastructure | Scoping opinion - decision issued |
| 3.4 | 3 November 2025 | 25/03260/PNO \| Regulation 62 application to carry out development comprising construction of an underground cable between Spittal (Caithness) to Sinclairs Bay (Caithness) | Prior approval granted |

3.5 Pertinent planning history associated with the wider onshore elements of the cable corridor:

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| 3.6 | 30 June 2026 | 25/03443/FUL – (Project Ref AP00) Pending 16.09.2025 Formation of temporary accesses to A99 Spittal to Peterhead high voltage cable | Application permitted |
| 3.7 | 26 May 2026 | 25/02782/FUL – (Project Refs AP14 and XP11) Construction of temporary junction to B874 (LT360 Spittal to Peterhead Project) | Application permitted |
| 3.8 | 9 April 2026 | 24/04898/FUL – Banniskirk Substation – Erection and operation of an Air Insulated Switchgear 400kV substation and HVDC converter station with associated buildings, installation of new platforms, drainage infrastructure, temporary construction compound, landscaping, mounding and other ancillary works | Application permitted |
| 3.9 | 17 February 2026 | 25/02778/FUL – (Project Ref AP13) Construction of temporary junction (LT360 High Voltage Cable project) | Application permitted |

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| 3.10 | 5 January 2026 | 25/02512/FUL – (Project Refs AP19 and AP20) Construction of two temporary access points, to provide access to the cable corridor for construction vehicles associated with the LT360 Spittal to Peterhead High Voltage Cable project | Application permitted (Committee decision) |
| 3.11 | 4 December 2025 | 25/02507/FUL – (Project Refs AP06, AP08 and AP09) Construction of three temporary vehicular access junctions of the B876 Killimster Road | Application permitted |
| 3.12 | 23 October 2025 | 25/02770/FUL – (Project Ref AP12) Construction of a temporary access junction off the B870 to facilitate access for construction vehicles associated with the LT360 High Voltage Cable project for a temporary period. | Application permitted |

Pertinent planning history associated with the nearby Ayre Offshore Wind Farm connection:

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| 3.13 | 26 March 2026 | 25/02964/PIP – Ayre Offshore Wind Farm - construction of onshore transmission infrastructure comprising cable landfall, substation, cable circuits, temporary construction areas, access, drainage, landscaping and associated infrastructure | Application permitted |

## 4. PUBLIC PARTICIPATION

4.1 Advertised: John O'Groat Journal, 'Unknown Neighbour' – 14 Days

Date Advertised: 1 August 2025

Representation deadline: 15 August 2025

Timeous representations: Six objection comments from six households

Late representations: None

4.2 Material considerations raised are summarised as follows:

- Perceptions of prematurity and salami-slicing with the current application not included in the wider development's EIA or cumulative impact assessment.

  **Officer response**: The EIA and Further Environmental Information provided with Banniskirk substation provides details and cumulative assessment which includes the intended cable corridor. A Marine Environment Assessment was also submitted to the Marine Directorate, containing a Cumulative Impact Assessment relating to other nearby offshore wind farms. The related cable works are not considered to be EIA Development in terms of the Electricity Works (EIA) Regulations or the Town and Country Planning (EIA) Regulations, given that underground cabling is to be undertaken by a statutory undertaker

and is not Schedule 1 or Schedule 2 development. Similarly, the application for the two junctions also does not constitute EIA Development, as it is not Schedule 1 development or Schedule 2 development, with the area of the site being below 0.5ha in size (see Appendix 2).

- Doubt expressed over whether the overall development could be delivered under Permitted Development rights.

  **Officer response**: noted; the project's underground cable works were considered through the Prior Notification process under reference 25/03260/PNO. The subsea element of the cable is subject to a separate marine licence application and the associated statutory consultation process.

- Limited supporting information – further information is requested, to assist with assessing cumulative impacts.

  **Officer response**: the application is limited to the formation of two temporary access junctions and has been supported by site location plans, engineering drawings and a Road Safety Audit sufficient to enable assessment of the development proposed. The Planning Authority must determine the application as submitted and considers that adequate information has been provided to assess the likely impacts of the junction works. Information relating to the wider cable project has been considered through the Banniskirk Substation application, the Prior Notification process for the cable works (25/03260/PNO), and the associated marine licensing process. In these circumstances, the Planning Authority is satisfied that sufficient information is available to determine the application and does not consider that additional plans of the nature requested by the objector are necessary for assessment of the proposed development.

- Concern over potential damage to the public road network from increased heavy vehicle movements, with maintenance and repair implications requiring consideration.

  **Officer response**: the applicant/developer will be invited to enter into a Section 56 Agreement with the Roads Authority, which may be subject to a bond.

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

## 5. CONSULTATIONS

5.1 **Sinclairs Bay Community Council:** No response received.

5.2 **Transport Planning Team**: No objection.

The Roads Authority has engaged positively with the developer throughout the design process, resulting in amendments to the proposed access arrangements and the submission of additional information. The Authority is satisfied with the location and visibility of Access Points 01 and 02, subject to the agreed reduction in the speed limit to 30 mph at both junctions. This measure is considered to improve safety for both the workforce and road users.

The detailed design of the accesses has been agreed, and the Authority expects

the approved plans submitted with the application to be implemented. A Road Safety Audit has been completed at the Council's request, and a Stage 3 Road Safety Audit will be undertaken following construction, with Council officers consulted as part of the process. A Construction Traffic Management Plan has also been prepared and is considered to be acceptable.

The Roads Authority raises no objection to the formation of the access points, subject to the developer obtaining a Road Opening Licence (Section 56 Agreement), which may require a bond, and securing the necessary Traffic Orders to implement the temporary 30 mph speed limits.

5.3 **Environmental Health Officer**: No objection.

Planning conditions are not used to control the impact of construction noise as similar powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. However, where there is potential for disturbance from construction noise the application will need to include a noise assessment. A construction noise assessment will be required in the following circumstances:

Where it is proposed to undertake work which is audible at the curtilage of any noise sensitive receptor, out with the hours:

- Mon-Fri 8am to 7pm
- Sat 8am to 1pm

or

- Where noise levels during the above periods are likely to exceed 75dB(A) for short term works or 55dB(A) for long term works. Both measurements to be taken as a 1hr LAeq at the curtilage of any noise sensitive receptor. (Generally, long term work is taken to be more than 6 months).

If an assessment is submitted it should be carried out in accordance with BS 5228- 1:2009 “Code of practice for noise and vibration control on construction and open sites – Part 1: Noise”. Details of any mitigation measures should be provided including proposed hours of operation.

Regardless of whether a construction noise assessment is required, it is expected that the developer/contractor will employ the best practicable means to reduce the impact of noise from construction activities. Attention should be given to construction traffic and the use of tonal reversing alarms.

There are no objections or adverse comments regarding the application.

5.4 **Development Plans Team**: No objection.

As the junctions are temporary in nature and will be removed with the land reinstated on completion of the works, no significant policy issues have been identified.

The main considerations relate to flood risk and traffic management. Junction AP01 is located within an area susceptible to coastal flooding and may therefore require appropriate assessment and mitigation, subject to the advice of the Flood Risk Management Team. In addition, the site lies on the NC500 tourist route, which experiences high traffic volumes throughout the year. The potential impacts of the temporary junctions on road safety and traffic flow should therefore be

assessed having regard to the Transport Officer's comments.

5.5 **Access Officer**: No comments. If the junctions were to be retained then the infrastructure should be accessible to the public for non-motorised access.

5.6 **Flood Risk Management Team**: No comment.

5.7 **Forestry Officer**: No comment. The proposed development does not appear to impact any trees or woodland.

5.8 **HET Archaeology**: No objection.

Although no recorded archaeological assets are present within the site, there is potential for buried remains to be encountered during development. The consultee recommends a condition requiring an archaeological watching brief during site clearance and groundworks, with details to be approved by the Planning Authority prior to commencement. Any findings should be recorded and reported to the Highland Historic Environment Record. The consultee has also expressed a willingness to discuss an overarching archaeological mitigation strategy for works associated with the wider Spittal to Peterhead HVC project.

Further informal engagement with the consultee resulted in the above request for a watching brief condition to be withdrawn, deeming inclusion of an Informative instead to be more appropriate in light of some works already having commenced.

5.9 **HET Conservation**: No comment.

5.10 **Ecology Officer**: No response received.

5.11 **NatureScot**: Object but could be supported subject to mitigation being secured by condition. The Highland Council is required to undertake an Appropriate Assessment under the Habitats Regulations, as construction activities have the potential to disturb wintering greylag geese and whooper swans associated with the Caithness Lochs SPA and Ramsar Site. NatureScot concludes that there would be no adverse effect on the integrity of the designated sites provided mitigation measures, including controlled working practices at dawn and dusk and ecological monitoring, are implemented.

NatureScot also advises that the proposal is unlikely to have a significant effect on the Loch of Wester SAC or SSSI, as the temporary works and proposed drainage arrangements mean surface water runoff is unlikely to enter the protected freshwater habitat. Consequently, no Appropriate Assessment is required for the SAC site.

5.12 **SEPA**: No objection on flood risk grounds. While the application site lies within areas identified as being at risk from coastal, fluvial and surface water flooding, and Policy 22 of NPF4 requires a precautionary approach to development in flood risk areas, the proposal is considered essential infrastructure required in this location for operational reasons. Junction AP-02 is predominantly affected by surface water flood risk and Junction AP-01 by coastal flood risk, with both locations having existing ground levels above the estimated coastal flood level of 3.88m AOD (including climate change allowance). The submitted drawings indicate that road levels would generally be lowered, with only minor localised

landraising proposed (up to approximately 0.1m at AP-02 and 0.3m at AP-01). Given the existing site levels, the predominance of coastal flooding as the principal hazard and the very limited extent of landraising, SEPA is satisfied that the development would not give rise to unacceptable flood risk and therefore raises no objection.

5.13 **Transport Scotland**: No objection. Conditions requested in relation to abnormal loads and temporary traffic management.

5.14 **Network Rail**: No comment.

5.15 **Historic Environment Scotland**: No comment. The proposal has the potential to affect Castle Linglas, broch, Keiss Links (Scheduled Ancient Monument ref. SM540).

## 6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application:

**National Planning Framework 4 (2023)**

6.1 Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 4 - Natural Places

Policy 5 - Soils

Policy 13 - Sustainable Transport

Policy 14 - Design Quality and Place

Policy 18 - Infrastructure First

Policy 22 - Flood Risk and Water Management

Policy 23 - Health and Safety

**Highland Wide Local Development Plan 2012**

6.2 28 - Sustainable Design

29 - Design Quality & Place-making

30 - Physical Constraints

31 - Developer Contributions

55 - Peat and Soils

56 - Travel

57 - Natural, Built & Cultural Heritage

58 - Protected Species

61 - Landscape

63 - Water Environment

64 - Flood Risk

66 - Surface Water Drainage

67 - Renewable Energy Developments

69 - Electricity Transmission Infrastructure

72 - Pollution

**Caithness and Sutherland Local Development Plan 2018 (CaSPlan)**

6.3 There are no site-specific policies or allocations covering the application site.

**Highland Council Supplementary Planning Policy Guidance**

6.4 Biodiversity Planning Guidance (May 2024)
Construction Environmental Management Process for Large Scale Projects (2010)
Developer Contributions (March 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland Historic Environment Strategy (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Highland Renewable Energy Strategy and Planning Guidelines (May 2006)
Physical Constraints (March 2013)
Sustainable Design Guide (Jan 2013)

## 7. OTHER MATERIAL CONSIDERATIONS

**Other National Policy and Guidance**

7.1 Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 – interim and annual targets replaced by Climate Change (Emissions Reduction Targets) (Scotland) Bill, November 2024

Climate Change Committee Report to UK Parliament (July 2024)

UK Government Clean Power Action Plan (Dec 2024)

Draft Energy Strategy and Just Transition Plan (2023)

Scottish Biodiversity Strategy to 2045: Tackling the Nature Emergency in Scotland (2023)

Scottish Energy Strategy (2017)

2020 Routemap for Renewable Energy (2011)

PAN 1/2011 - Planning and Noise (2011)

Developing with Nature Guidance (NatureScot 2023)

## 8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

**Determining Issues**

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy

guidance and all other material considerations relevant to the application.

**Planning Considerations**

8.3 The key considerations in this case are:

a) compliance with the development plan and other planning policy
b) siting and design
c) access and visibility
d) residential amenity
e) flood risk and drainage
f) archaeology
g) biodiversity
h) any other material considerations.

**Development plan/other planning policy**

8.4 NPF4 Policies 1-3 apply to all development proposals nationwide. When considering all development proposals, significant weight will be given to the global climate and nature crises. Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. Development proposals must contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.

8.5 NF4 Policy 5(c) states that "development proposals on peatland, carbon-rich soils and priority peatland habitat will only be supported for … ii. The generation of energy from renewable sources that optimises the contribution of the area to greenhouse gas emissions reductions targets". Scotland's national scale land capability for agriculture map distinguishes the site to be Class 3.2 - land capable of average production though high yields of barley, oats and grass can be obtained. As such the application is not on prime agricultural land. Scotland's carbon and peatland map indicates that the site is of Class 0 - mineral soil, typically containing no peat. Therefore, it is considered that the proposed development is acceptable in accordance with Policy 5 of NPF4.

8.6 NPF4 Policy 11(a) states that "development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported. These include … ii. enabling works, such as grid transmission and distribution infrastructure". As the accesses are required to facilitate the installation of the underground cable, it constitutes enabling works associated with renewable energy infrastructure. Accordingly, the principle of providing the access is supported by Policy 11(a).

8.7 NPF4 Policy 13 Sustainable Transport places an emphasis on active travel and public transport and as such is not of direct relevance to the application under consideration. Part (a)(iii) however requires proposals to build in resilience to the effects of climate change – this is discussed further under below headings 'Flood

Risk and Drainage' and 'Biodiversity'.

8.8 NPF4 Policy 18 encourages an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

8.9 NPF4 Policy 22(a)(i) states that development proposals at risk of flooding or in a flood risk area will only be supported if they are for essential infrastructure where the location is required for operational reasons.

8.10 NPF4 Policy 29 supports rural development which contributes to the viability, sustainability and diversity of rural communities, such as essential infrastructure.

8.11 HwLDP Policy 28 requires sensitive siting and high-quality design in keeping with local character and historic and natural environments, the use of appropriate materials and supports the use of brownfield sites. This Policy also requires proposed developments to be assessed on the extent to which they are compatible with service provision, as well as their impact on individual and community residential amenity. Policy 29 repeats this emphasis on good design in terms of compatibility with the local landscape setting.

8.12 HwLDP Policy 64 obliges development proposals to avoid areas susceptible to flooding and promote sustainable flood management. Policy 66 requires all proposed development to be drained by Sustainable Drainage Systems (SuDS) designed in accordance with the latest guidance manuals.

8.13 The project receives in principle support under pertinent HwLDP Policy 69 Electricity Transmission Infrastructure which states:

"Proposals for overground, underground or sub-sea electricity transmission infrastructure (including lines and cables, pylons/ poles and vaults, transformers, switches and other plant) will be considered having regard to their level of strategic significance in transmitting electricity from areas of generation to areas of consumption. Subject to balancing with this consideration, and taking into account any proposed mitigation measures, the Council will support proposals which are assessed as not having an unacceptable significant impact on the environment, including natural, built and cultural heritage features. In locations that are sensitive, mitigation may help to address concerns and should be considered as part of the preparation of proposals. This may include, where appropriate, underground or sub-sea alternatives to overground route proposals. Where new infrastructure provision will result in existing infrastructure becoming redundant, the Council will seek the removal of the redundant infrastructure as a requirement of the development."

8.14 The proposal is for the formation of two temporary construction vehicle access junctions and associated works to facilitate underground electricity cabling works connected with the Spittal to Peterhead High Voltage Cable Project. The development as constructed is considered capable of adequately addressing any potential impacts in relation to road safety; access and traffic management; residential amenity; flood risk and drainage; archaeology and cultural heritage interests; biodiversity and protected species; and site restoration and habitat enhancement, the proposal is considered to comply overall with the Development

Plan.

**Siting and Design**

8.15 The proposal is for a temporary period of up to four years. A condition relating to site reinstatement is recommended. The siting of the junctions as constructed is acceptable, being required in this location for operational reasons relating to the onshore element of the Spittal to Peterhead project. The design uses a standard road junction detail.

**Access and Visibility**

8.16 The access points to the A99 are approximately 136m to the north (AP01), and 320m to the south (AP02) of Bridge of Wester. The A99 has a 60mph speed limit at both proposed junction locations.

8.17 The proposed access points appear to have been formed to standard technical details, surfaced with asphalt, with security gates set back 20m from the public road. The Transport Planning Team has confirmed that the provided construction details of each access are acceptable.

8.18 Following a Road Safety Audit, the Roads Authority has confirmed that a reduction in the speed limit to 30 mph for approximately 200 metres on either side of the access points would be required, reducing risks to the workforce and the travelling public. A Temporary Traffic Order would be required to enable this.

8.19 Additionally, it should be noted that the planned work within the road will require a road opening licence (s56 agreement under the Roads (Scotland) Act 1984)) and that this may be subject to a bond. This is a separate process to the current Planning Application.

8.20 In addition, given that the works have largely been completed, a Stage 3 Road Safety Audit is required, with any recommendations arising from that audit to be implemented as necessary to ensure the safe operation of the junctions throughout their temporary period of use. This can be controlled by condition.

**Residential Amenity**

8.21 No unacceptable impact is identified in terms of privacy, amenity, noise or overlooking arising from the development as constructed. The receptor most at risk of amenity loss is ‘Wester Cottage’ approximately 30m south of AP01; no representations have been received from this property. The separation distance between ‘Wester Cottage’ and the constructed access point, in addition to the proposed development’s temporary duration, are considered to be strong mitigating factors. The Environmental Health team have requested a Construction Noise Assessment, and this can be controlled by condition.

**Flood Risk and Drainage**

8.22 SEPA’s Flood Risk Map (including future flood risk associated with climate change) identifies the proposed northern access point (AP01) as being within an area at risk of coastal flooding, with the site also located adjacent to an area of

fluvial flood risk associated with the River of Wester. The southern access point (AP02) lies within an area identified as being at risk from surface water flooding and is adjacent to the coastal flood extent. SEPA's Future Flood Maps indicate that there is potential for flooding from the sea, the River of Wester and surface water sources, with the combined impacts potentially increasing overall flood risk. The approximate coastal flood level for the area is identified as 3.88m AOD, including an allowance for future climate change.

8.23 SEPA's standing advice refers that a

"Safe access and egress means a safe and flood free route, enabling the free movement of people of all abilities (on foot or with assistance) to a secure place outwith the flood risk area. NPF4 allows for some developments to go ahead in flood risk areas. This means by definition there is a risk to the development and in some cases redevelopments could continue to be at the same level of risk as they were before, including for their access and egress arrangements. Redevelopments are an opportunity to reduce risk as far as possible and the planning authority may wish to consider the continuing level of risk including to the access egress and make requirements/changes as appropriate."

8.24 In this case, the development comprises two temporary construction access junctions which have already been formed to facilitate underground electricity cabling works associated with the Spittal to Peterhead High Voltage Cable Project. The development has been assessed having regard to NPF4 Policy 22 and the operational requirement for the infrastructure to be located at this point.

8.25 SEPA notes that existing ground levels at AP01 are above 4.3m AOD and at AP02 above 5.0m AOD. While limited land raising is proposed to facilitate localised levelling works, this would be minimal in scale, amounting to approximately 0.3m at AP01 and 0.1m at AP02. In general, road levels would be lowered rather than raised as part of the works.

8.26 Surface water management is proposed through the use of permeable Type 1 surfacing material, and the incorporation of a gravel filter drain along the lower side of each access track. The filter drain would measure approximately 300mm in width and 400mm in depth, assisting in the collection and conveyance of surface water runoff. These measures are considered to accord with the principles of Sustainable Drainage Systems (SuDS). The above matters are therefore considered to be acceptable in this instance.

**Archaeology**

8.27 Historic Environment Scotland draws attention to a nearby Scheduled Ancient Monument, Castle Linglas (Wester Broch), an Iron Age broch located within the sand dunes of Keiss Links. Although much of the monument is now buried by blown sand, investigations have identified the remains of a substantial circular broch, associated structures and evidence of later activity, demonstrating a long and complex history of occupation and use.

8.28 Concerns were raised regarding the potential for the temporary access arrangements and associated construction activity within the dune system to affect the Scheduled Monument. However, the monument is located

approximately 750m northwest of the nearest proposed access point, with the application proposals limited to the formation of two temporary junctions adjacent to the existing public road network. No works are proposed within or in the immediate vicinity of the Scheduled Monument, and given the separation distance, temporary nature and limited extent of the proposed works, it is not considered that the development would adversely affect the monument, its setting, integrity or cultural significance. Historic Environment Scotland has furthermore confirmed that it has no comments to make on the application.

8.29 Notwithstanding the above, an Informative is recommended drawing the applicant/developer's attention to their responsibilities should any previously unknown archaeological remains or features be encountered during construction works. In such circumstances, works should cease in the affected area, and professional archaeological advice should be sought before development proceeds further.

**Biodiversity**

8.30 NPF4 Policy 3 requires all developments to accommodate biodiversity enhancement measures. No biodiversity enhancement measures have been specified in the application. However, in this instance, as these access points use already established field gates, and as the proposal is temporary in nature, it is not considered to be proportionate to the nature and scale of development. to require biodiversity conservation, restoration and enhancement measures.

8.31 An Appropriate Assessment has been undertaken in accordance with the Conservation (Natural Habitats, &c.) Regulations 1994 (as amended), in response to NatureScot's consultation comments. The assessment considered the potential for the proposed development, both alone and in combination with other plans and projects, to have a likely significant effect on the qualifying interests of relevant European designations. Taking account of the mitigation measures proposed, the Appropriate Assessment concluded that the development would not, and is not expected to, adversely affect the integrity of any European site. Accordingly, the proposal is considered to satisfy the requirements of the Habitats Regulations.

**Other material considerations**

8.32 None.

**Non-material considerations**

8.33 None.

**Matters to be secured by Legal Agreement**

8.34 The developer is expected to be required to enter into a formal Wear and Tear Agreement with The Highland Council, in accordance with section 96 of the Roads (Scotland) Act 1984.

## 9. CONCLUSION

9.1 The application seeks retrospective permission for two temporary junctions that have been formed for construction vehicle access, to enable underground electricity cabling works associated with the Spittal to Peterhead High Voltage Cable project. The constructed access points utilise two existing field gates.

9.2 The development as constructed is considered to be acceptable having regard to the relevant provisions of National Planning Framework 4 (NPF4) and the Highland wide Local Development Plan (HwLDP). The proposal supports national objectives relating to climate resilience and renewable energy infrastructure, and is appropriately sited avoiding prime agricultural land and areas of deep peat. The proposal is temporary in nature and is operationally necessary. Furthermore, the design and layout of the access points meet technical standards.

9.3 No unacceptable impacts are identified in terms of privacy, amenity, or noise, and working hours have been limited to sociable times. Overall, the development represents a component of strategic infrastructure delivery and is recommended for approval, subject to the recommended conditions.

9.4 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

## 10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

10.3 Community (Equality, Poverty and Rural): Not applicable

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

## 11. RECOMMENDATION

**Action required before decision issued**

| | |
|---|---|
| Notification to Scottish Ministers | No |
| Conclusion of Section 75 Obligation | No |
| Revocation of previous permission | No |

Recommended to **GRANT** the application subject to the following conditions and

reasons:

1. In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

   **Reason**: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. Planning permission is hereby granted for a temporary period only and shall cease to have effect on 25 November 2030 (the 'cessation date'). Prior to the cessation date, the application site shall be cleared of all development approved under the terms of this permission (excluding any biodiversity enhancement measures but including any subsequent ancillary works, infrastructure, fixtures, fittings and any temporary developments permitted under Class 14 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended)) and reinstated to its former condition, to the satisfaction of the Planning Authority.

   **Reason**: In recognition of the temporary nature of the proposed development, to enable the Planning Authority to reassess the impact and necessity of the development after a given period of time and secure removal and restoration.

3. Within three months of the date of this permission, a Stage 3 Road Safety Audit shall be carried out in accordance with the Design Manual for Roads and Bridges (DMRB) GG 119 (or any subsequent relevant guidance) and submitted to the Planning Authority for review and approval. Any recommendations arising from the Stage 3 Audit shall be implemented in full within three months of the Audit's submission to the Planning Authority, unless otherwise agreed in writing by the Planning Authority.

   **Reason**: In the interest of road safety.

4. The approved development/work shall be carried out in accordance with mitigation measures contained in the approved Construction Environmental Management Plan (received 09.02.2026), which shall include:

   i. The implementation of "slow start" procedures where relevant, whereby noise and activity levels shall be maintained at low levels during the first hour following sunrise and shall be reduced during the hour preceding sunset;

   ii. Monitoring of the roost by a suitably qualified Ecological Clerk of Works (ECoW) during relevant works. The ECoW shall have the authority to advise on the continuation of specific activities where monitoring demonstrates that birds are not exhibiting adverse behavioural responses to those activities; and

   iii. Construction Noise Assessment shall be undertaken by the developer where it is proposed to undertake work which is audible at the curtilage of

any noise sensitive receptor, out with the hours:

- Mon-Fri 8am to 7pm
- Sat 8am to 1pm

or

- Where noise levels during the above periods are likely to exceed 75dB(A) for short term works or 55dB(A) for long term works. Both measurements to be taken as a 1hr LAeq at the curtilage of any noise sensitive receptor. (Generally, long term work is taken to be more than 6 months).

If an assessment is submitted it shall be carried out in accordance with BS 5228-1:2009 Code of practice for noise and vibration control on construction and open sites Part 1: Noise. Details of any mitigation measures shall be provided including proposed hours of operation.

For the avoidance of doubt, the developer/contractor shall employ the best practicable means to reduce the impact of noise from construction activities. Attention shall be given to construction traffic and the use of tonal reversing alarms.

**Reason**: In the interests of residential amenity, and to reduce the potential for disturbance from construction noise.

5. The approved development/work shall be carried out in strict accordance with the provisions of the approved Construction Traffic Management Plan (received 09.02.2026), unless otherwise agreed in advance in writing by the Planning Authority, in consultation with the Roads Authority. This shall include, but not be limited to, approved construction traffic routes, abnormal load management, traffic management measures, road condition monitoring, wheel washing and road cleaning measures, access arrangements, community liaison procedures, and the timing and scheduling of construction traffic movements.

**Reason**: In the interest of road safety; to safeguard the efficient operation of the public road network during construction.

## REASON FOR DECISION

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

## INFORMATIVES

### Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply

represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

**Flood Risk**

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. The granting of planning permission does not remove the liability position of developers or owners in relation to flood risk.

**Local Roads Authority Consent**

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: https://www.highland.gov.uk/roads-pavements/guidelines-new-road-developments

Application forms and guidance notes for access-related consents can be downloaded from:

https://www.highland.gov.uk/roads-pavements/occupying-working-public-roads

**Mud & Debris on Road**

Please note that it an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

**Construction Hours and Noise-Generating Activities:** You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise

is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

**Protected Species – Halting of Work**

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot.

https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species

**Temporary Traffic Regulation Order**

Temporary Traffic Regulation Orders (TTROs) are promoted under the Road Traffic Regulation Act 1984 for when roads or footways are temporarily to be closed, or when parking controls or speed limits are to be introduced. Applications are expected to be lodged at least six weeks in advance of the required restriction's date of commencement. A TTRO application is subject to an initial £1568 fee (which includes the cost of advertising), with further fees charged for weekly inspections. Further information may be obtained via Roads.caithness@highland.gov.uk.

**Archaeology**

The application site lies within an area of archaeological potential. Although no designated or recorded historic environment assets are known to exist within the application site boundary, there remains the possibility that previously unrecorded archaeological remains, features, deposits or artefacts may be present beneath the ground surface. Accordingly, should any archaeological remains or finds be encountered during the course of development, all works in the affected area should cease immediately and The Highland Council's Historic Environment Team should be promptly notified. Any necessary archaeological investigation or

mitigation measures should be agreed with the Historic Environment Team prior to the recommencement of works. In the event that human remains are discovered, works must stop immediately and both Police Scotland and the Historic Environment Team must be informed. The developer may be required to engage the services of a suitably qualified archaeologist to advise on and undertake any required recording, evaluation or mitigation works.

Signature: Bob Robertson

Designation: p.p. Area Planning Manager - North

Author: Craig Simms

Background Papers: Documents referred to in report and in case file.

Relevant Plans:

Plan 1 - LOCATION PLAN BLA-LT360-NKT-CRTDC-LN- GA-LE-0015REV 0

Plan 2 - SITE LAYOUT PLAN BLA-LT360-NKT-CRTDC-LN- GA-LE-0015 REV 0

Plan 3 - SITE SECTION PLAN BLA-LT360-NKT-CRTDC-LN-D-H-0018 REV A

Plan 4 - SITE SECTION PLAN BLA-LT360-NKT-CRTDC-LN-DH-0019 REV A

Plan 5 - SITE SECTION PLAN BLA-LT360-NKT-CRTDC-LN-ELE-H-001 REV 0

Plan 6 - SECTION PLAN BLA-LT360-NKT-CRTDC-LN-ELE-H-002 REV 0

Plan 7 - ROAD CONSTRUCTION DETAILS BLA-LT360-NKT-CRTDC-ZZ- DET-LE-0001REV 1

Plan 8 - ROAD SIGNS AND ROAD MARKINGS PLAN BLA-LT360-NKT-CRTDC-LN- GA-H-0030 REV 2

Plan 9 - ROAD SIGNS AND ROAD MARKINGS PLAN BLA-LT360-NKT-CRTDC-LN- GA-H-0031 REV 2

Plan 10 - GENERAL PLAN – REINSTATEMENT ARRANGEMENT 161680/8501

Plan 11 - GENERAL PLAN – REINSTATEMENT ARRANGEMENT 161680/8502

Plan 12 - GENERAL PLAN - VEHICLE TRACKING BLA-LT360-NKT-CRTDC-LN- D-H-0019 REV A

Plan 13 - ACCESS LAYOUT – GENERAL ARRANGEMENT BSLA-LT360-NKT-CRTDC-LN-GA-H-0029 REV 2

## Appendix 2 – EIA Screening for Temporary Junctions

**TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (SCOTLAND) REGULATIONS 2017**

**PROPOSAL: FORMATION OF TWO TEMPORARY JUNCTIONS FOR CONSTRUCTION VEHICLE ACCESS, TO ENABLE UNDERGROUND ELECTRICITY CABLING WORKS ASSOCIATED WITH THE SPITTAL TO PETERHEAD HIGH VOLTAGE CABLE PROJECT**

**LOCATION: LAND 50M NE OF WESTER COTTAGE, BRIDGE OF WESTER, WICK**

I refer to the above proposed development. The Highland Council has proceeded to adopt a Screening Opinion under Regulation 11 of the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (hereafter referred to as 'the 2017 Regulations').

Screening Opinion
It is considered that **Environmental Impact Assessment is NOT required** for the development described in the letter and information accompanying supporting information provided.

The rationale behind this screening opinion is as follows:

1. The proposal does not constitute Schedule 1 development under the 2017 Regulations; and

2. While the proposal falls within the definition of *'Schedule 2 development'* under Regulation 2 (Interpretation), specifically Annex II (10)(a) (Infrastructure projects), as it involves works exceeding the applicable threshold, it has been assessed against the selection criteria set out in Schedule 3. This assessment has considered factors including cumulative impacts associated with the wider LT360 development, potential pollution, impacts on natural resources and the natural environment, environmental quality, and the historic environment.

The application by NKT HVC Ltd is seeking planning permission for: Formation of two temporary junctions for construction vehicle access, to enable underground electricity cabling works associated with the Spittal to Peterhead High Voltage Cable project.

The proposed works, comprising the formation of two temporary access points to facilitate construction of the Spittal-Peterhead HVDC, are limited in scale, duration, and reversibility. Having regard to these characteristics, and the nature of the receiving environment, any potential environmental effects are not considered to be significant.
The proposed access points are referenced as follows:

- Temporary Vehicular Access Point AP01; and
- Temporary Vehicular Access Point AP02.

The proposed development does not constitute 'EIA development', and the submission of an Environmental Impact Assessment (EIA) is not required. The proposed development serves an EIA Development, however, subject to the above and confirmation by NatureScot that the mitigation measures are acceptable, do not give rise to any additional or intensified significant environmental effects. On that basis, these can be judged to not comprise EIA Development in their own right. We are able to provide you with more specific reasons for our opinion, if required. They are available on written request.

Negative Screening Opinions

It is important to note that a negative screening opinion, i.e. one which states that EIA is not required, does not indicate that the proposed development will not have an adverse impact on the receiving environment. It merely constitutes an opinion that any impact is unlikely to be significant in terms of the criteria outlined in Schedule 3 of the 2017 Regulations. It remains entirely possible that the proposed development may have an unacceptable impact, perhaps within a more localised area, and a negative screening opinion should not, therefore, be taken as an indication that there are no environmental issues and planning permission will automatically be forthcoming.

Alterations to the Development as Proposed

If the scale, character, location and/or impact potential of the proposed development changes at any point in future, a reassessment of the need for EIA may be required. You are therefore advised to contact us to discuss any alterations to the proposal at an early stage and prior to the submission of a planning application.

Additional Guidance and Considerations

You are strongly encouraged to consider any issues raised, particularly in respect of the design of the infrastructure, the visual impact of development, land contamination, impact on the road network, flood risk, drainage impact, protected species, habitat surveys and to ensure that they inform, and are properly reflected in, your proposal as it progresses. You are also encouraged to consider the cumulative impacts on landscape, noise, biodiversity and transportation. Individual surveys and assessments covering these, and any other issues that may arise, should be submitted in support of any future application. Should you require any further information or clarification on any of the above, please do not hesitate to contact me via the above email address.

Highland Council 03 November 2026

Appropriate Assessment

Caithness Lochs Special Protection Area

Caithness Lochs Ramsar Site

Formation of two temporary junctions for construction vehicle access, to enable underground electricity cabling works associated with the Spittal to Peterhead High Voltage Cable project

25/02353/FUL

## CONSIDERATION OF PROPOSALS AFFECTING EUROPEAN SITES

The status of Caithness Lochs Special Protection Area (SPA) and Ramsar Site means that the requirements of the Conservation (Natural Habitats, & c.) Regulations 1994 as amended (the 'Habitats Regulations') or, for reserved matters the Conservation of Habitats and Species Regulations 2017 as amended apply.

This means that where the conclusion reached by the Council on a development proposal unconnected with the nature conservation management of Natura 2000 sites is that it is likely to have a significant effect on those sites, it must undertake an Appropriate Assessment of the implications for the conservation interests for which the areas have been designated. The need for Appropriate Assessment extends to plans or projects outwith the boundary of the site in order to determine their implications for the interests protected within the site.

This means that the Council, as competent authority, has a duty to:

- Determine whether the proposal is directly connected with or necessary to site management for conservation; and, if not,
- Determine whether the proposal is likely to have a significant effect on the site either individually or in combination with other plans or projects; and, if so, then
- Make an Appropriate Assessment of the implications (of the proposal) for the site in view of its conservation objectives.

The competent authority can only agree to the proposal after having ascertained that it will not have an adverse effect on the integrity of the site. If this is not the case and there are not alternative solutions, the proposal can only be allowed to proceed if there are imperative reasons of overriding public interest, which in this case can include those of a social or economic nature.

## Screening in Likely Significant Effects

It is evident that the proposal is partly connected with or necessary to site management for conservation, hence further consideration is required.

The proposed development has the potential to have a likely significant effect on geese and swans of the SPA and Ramsar site – the site is protected for its wintering Greenland white-fronted geese, greylag geese and whooper swans. The Council is therefore required to undertake an appropriate assessment of the implications of the proposal on the SPA/Ramsar site noted above.

## APPROPRIATE ASSESSMENT

While the responsibility to carry out the Appropriate Assessment rests with the Council, advice contained within Circular 6/1995 is that the assessment can be based on the information submitted from other agencies. In this case, the Appropriate Assessment is informed by information supplied by NatureScot.

## Appraisal Summary

The proposal site is close to the Caithness Lochs Special Protection Area (SPA) and Ramsar site, protected for its wintering populations of Greenland white-fronted goose, greylag goose and whooper swan.

NatureScot has advised that the proposal could affect natural heritage interests of international importance on the site. NatureScot further advised a likely significant effect on geese and swans of the SPA/Ramsar site. As the proposed mitigation measures below are considered to be feasible and would be implemented, then it is concluded that the proposal will not adversely affect the integrity of the SPA/Ramsar site:

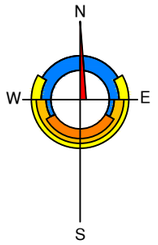
- ‘Slow starts’ i.e.- low noise/activity levels should be implemented if works start within the 1st hour after sunrise and noise/activities levels to be decreased 1 hour from sunset.
- A suitably qualified ECoW should monitor activity on the roost and if birds do not appear to be reacting to certain activities/noises, then those works may continue.
- It is concluded that the proposal will not undermine the conservation objectives and therefore not adversely affect the integrity of the SPA/Ramsar site.

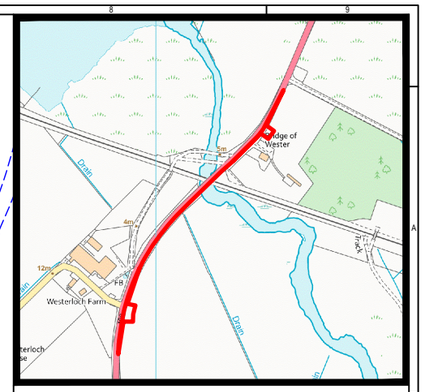
## HIGHLAND COUNCIL APPRAISAL OF THE PROPOSAL

- Parts of the proposal are connected with or necessary to site management for conservation;
- The proposal is likely to have a significant effect on the site either individually or in combination with other plans or projects; therefore;
- Consultation with NatureScot has provided information in relation to qualifying interests and the likelihood of significant effects on international designations and concludes that an adverse impact on the integrity of the SPA/Ramsar site would be unlikely if the proposed development is carried out strictly in accordance with mitigation measures set out by the Applicant;
- The mitigated proposal is therefore not likely to have an adverse effect on the site's integrity.

The Highland Council, 8 July 2026

A3




## Location Plan

Scale@A3 = 1:12,500

0 250m 500m

AP01

FUTURE HAUL ROAD

HDD EXIT PAD

HDD EXIT PAD

River of Wester

Rock

AP01 & AP02

AREA = 1597m$^2$ (0.1597 Hectares)

HDD ENTRY PAD

MLWS

Mean High Water Springs

Mean High Water Springs

AP02

HDD ENTRY PAD

Drain

FUTURE HAUL ROAD

MLWS

Westerloch House

SCALE : 0 50m 100m 1:2500

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 0 | 17.06.25 | EJS | GAV | GAV | FIRST ISSUE |

STATUS: PLANNING

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks

TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

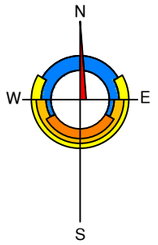
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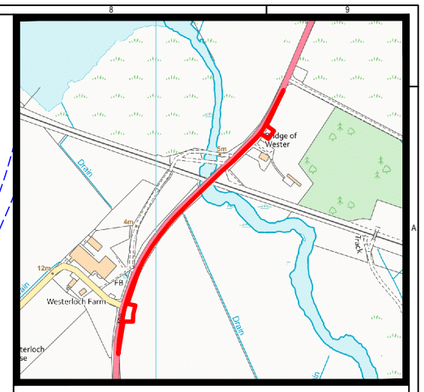
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| DATE OF FIRST ISSUE: 17.06.25 | SECURITY: - |

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| CLIENT DRAWING NUMBER: | REVISION No: |
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| BLA-LT360-NKT-CRTDC-LN-GA-LE-0015 | 0 |

A3




## Location Plan

Scale@A3 = 1:12,500

0 250m 500m

AP01

FUTURE HAUL ROAD

HDD EXIT PAD

HDD EXIT PAD

River of Wester

Rock

AP01 & AP02

AREA = 1597m$^2$ (0.1597 Hectares)

HDD ENTRY PAD

MLWS

Mean High Water Springs

Mean High Water Springs

AP02

HDD ENTRY PAD

Drain

FUTURE HAUL ROAD

MLWS

Westerloch House

SCALE : 0 50m 100m 1:2500

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
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| 0 | 17.06.25 | EJS | GAV | GAV | FIRST ISSUE |

STATUS: PLANNING

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks

TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

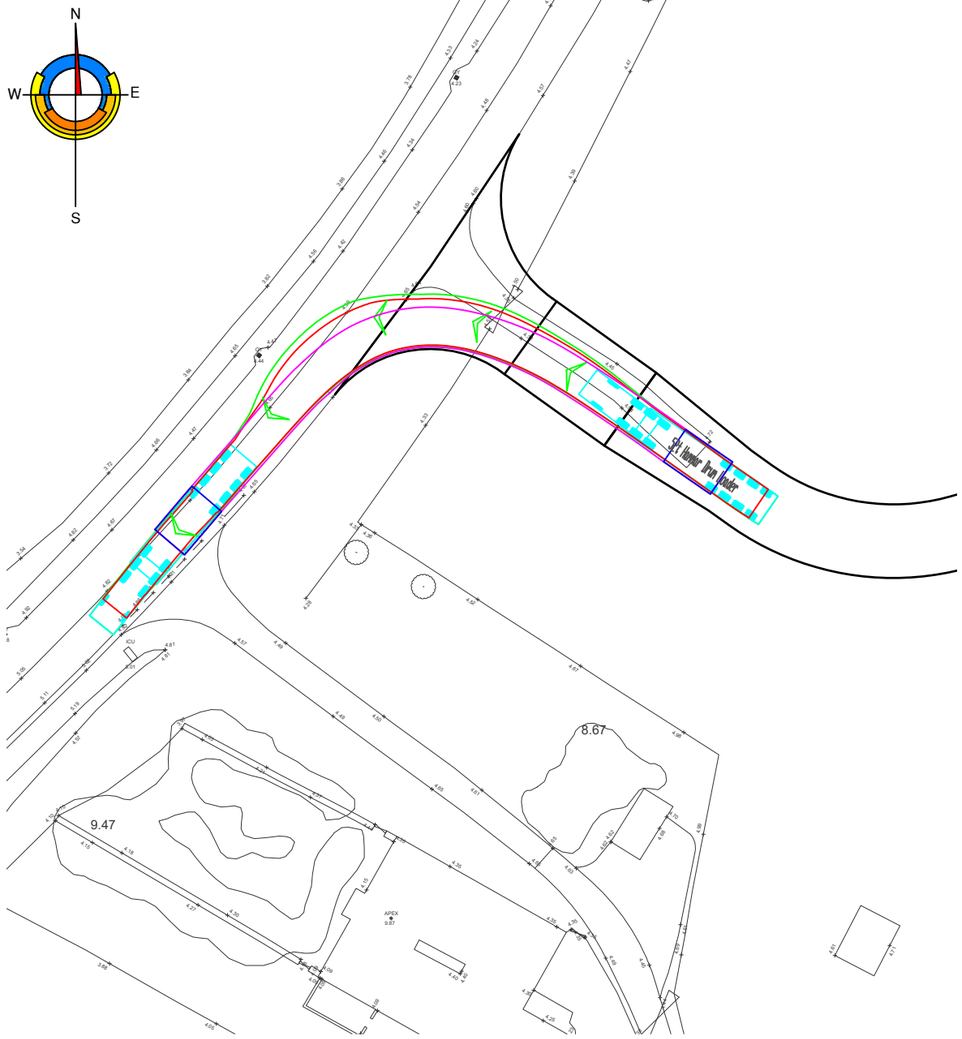
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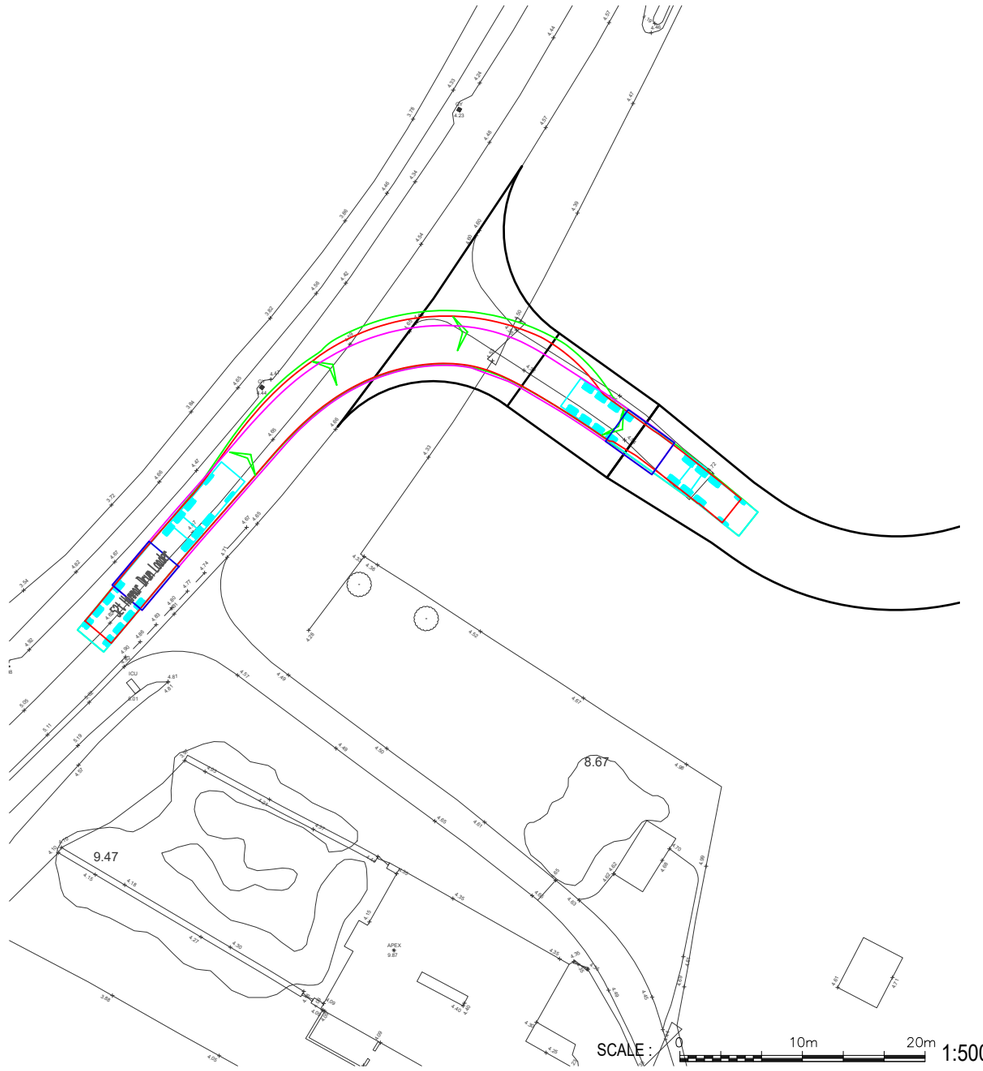
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| DATE OF FIRST ISSUE: 17.06.25 | SECURITY: - |

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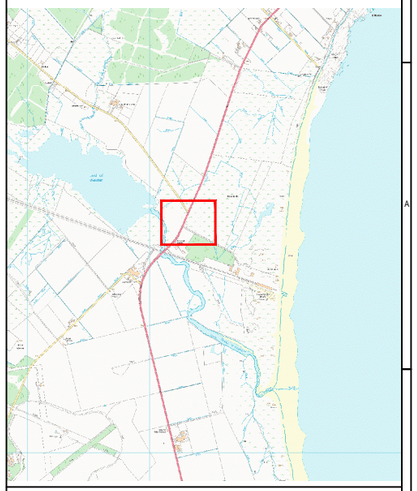
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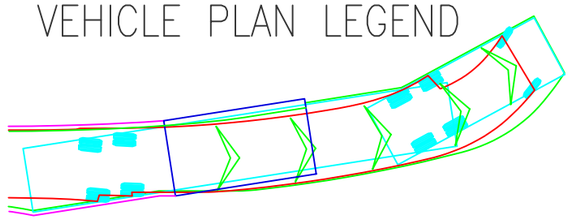

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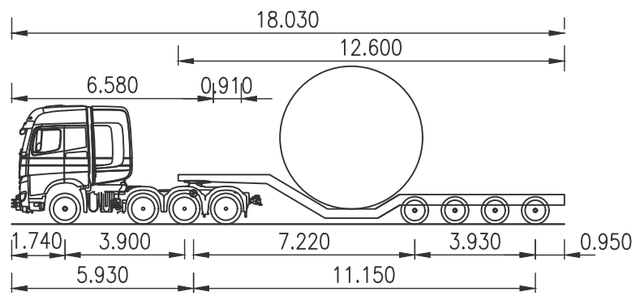
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

# VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| A | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

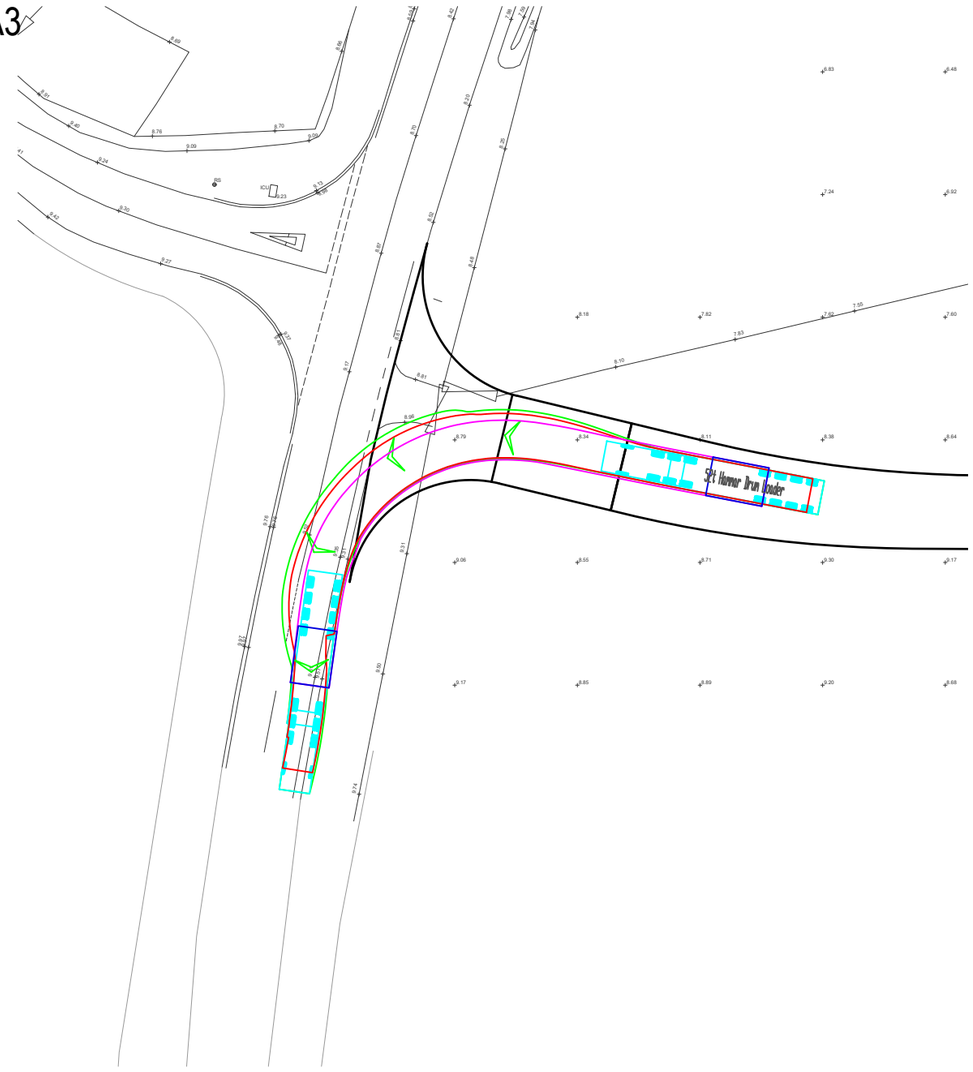
PROJECT: LT360 HVDC Spittal to Peterhead

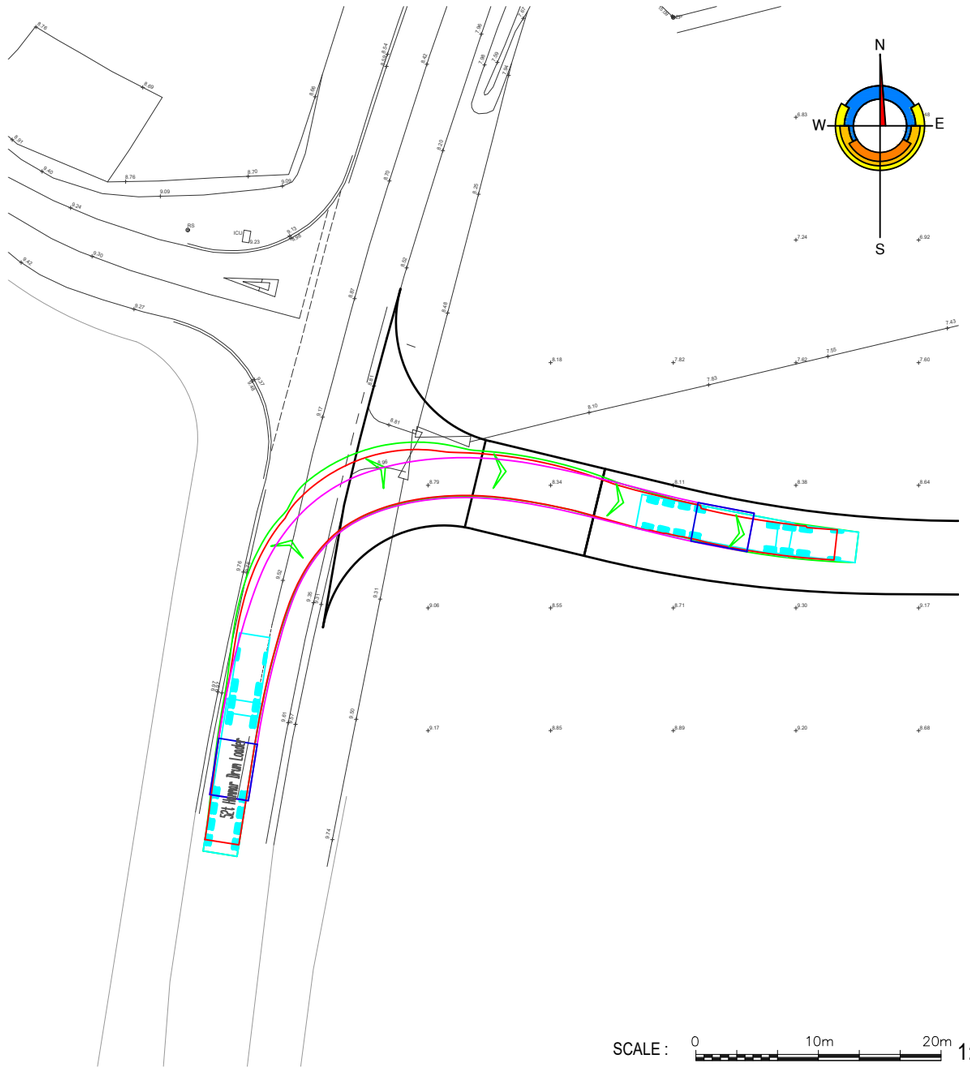
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| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 20/12/24 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| - | 161680/1137 | 1 |

| CLIENT DRAWING NUMBER: | REVISION No: |
|---|---|
| BLA-LT360-NKT-CRTDC-LN-D-H-0018 | A |

A3



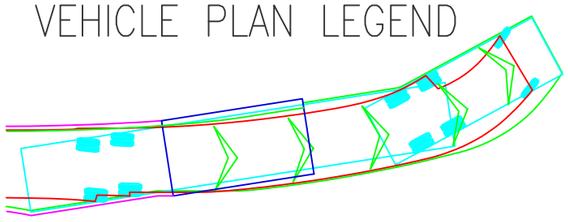





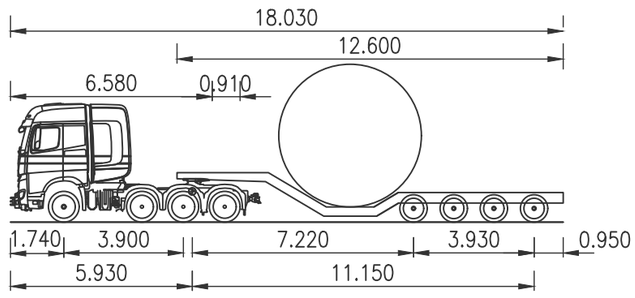


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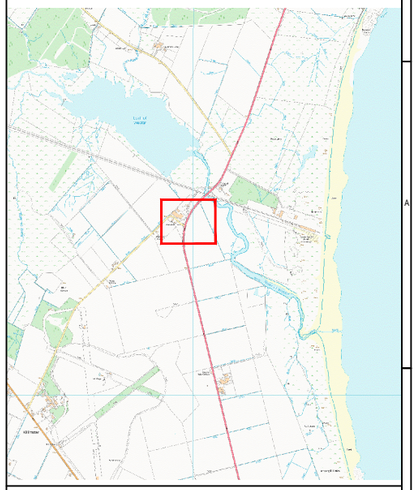
## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |



KEY PLAN 1:50,000
SCALE : 0 1000m 2000m 1:50000

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| A | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

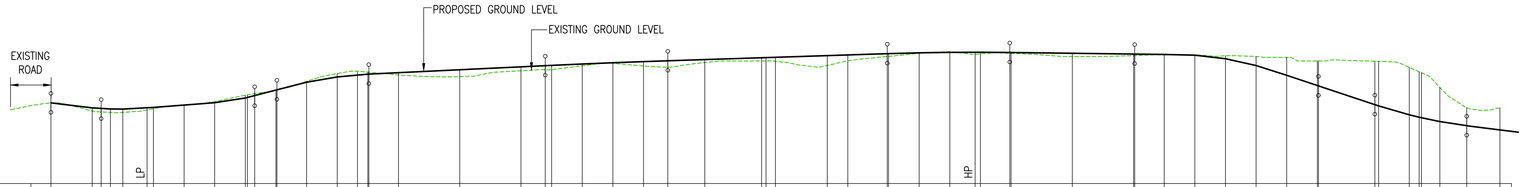
PROJECT: LT360 HVDC Spittal to Peterhead

| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
|---|---|
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP02 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 20/12/24 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| - | 161680/1138 | 1 |

| CLIENT DRAWING NUMBER: | REVISION No: |
|---|---|
| BLA-LT360-NKT-CRTDC-LN-D-H-0019 | A |

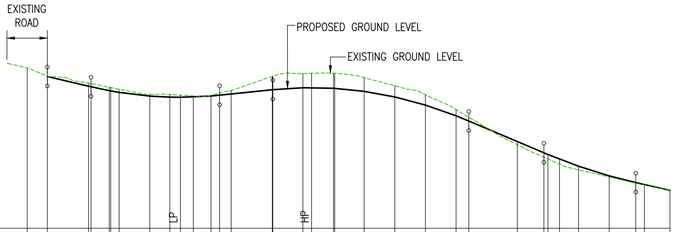
A1


PROPOSED GROUND LEVEL
EXISTING GROUND LEVEL
EXISTING ROAD
LP
HP

DATUM 2.0m

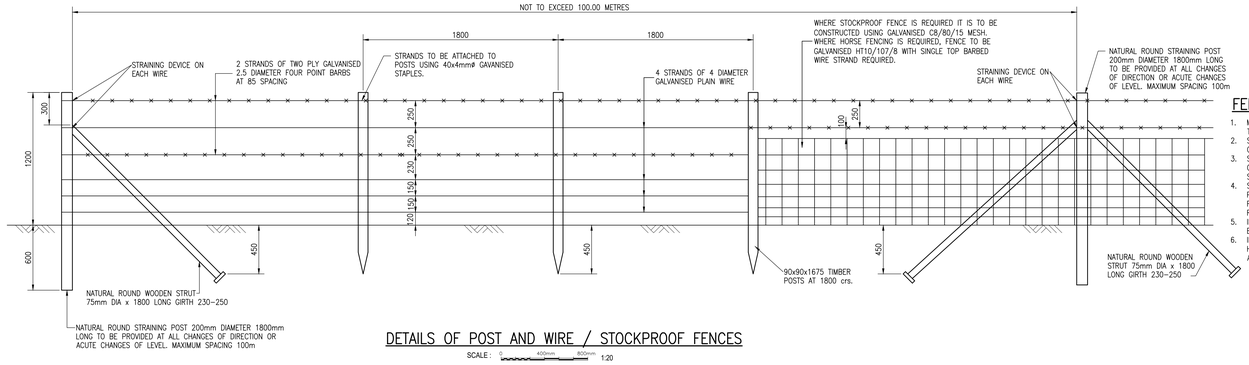
| | | |

A1


EXISTING ROAD
PROPOSED GROUND LEVEL
EXISTING GROUND LEVEL
LP
HP

| | | |

A0

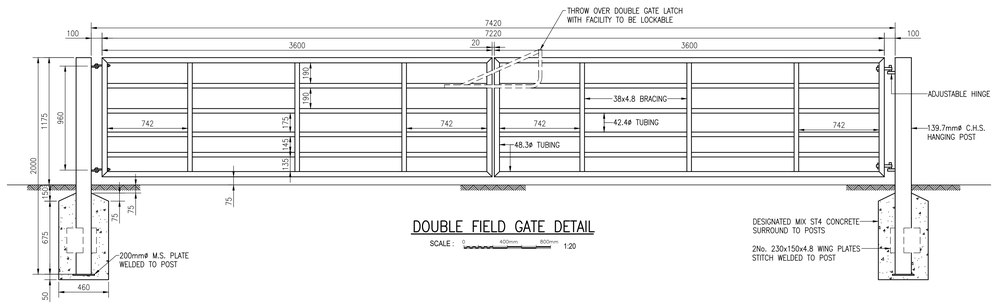



## FENCE NOTES

1. MATERIALS FOR POST AND WIRE FENCING TO COMPLY WITH B.S. 1722 : PART .3.
2. STRAINER POSTS TO BE USED AT ALL CHANGES IN DIRECTION.
3. STRUTS SHALL BE FIXED TO POSTS WITH ONE 100 x 4mm GALVANISED ROUND STEEL WIRE NAIL.
4. STRUTS SHALL HAVE WOODEN BASE PLATES 150mm x 150mm x 25mm THICK FIXED TO STRUT BY 4No GALVANISED ROUND WIRE NAILS.
5. IF POSTS ARE TO BE DRIVEN THE BUTT END SHALL BE POINTED FOR 225mm.
6. IF POSTS ARE NOT DRIVEN THE POST HOLES SHALL BE CAREFULLY BACKFILLED AND RAMMED AS FILLING PROCEEDS.

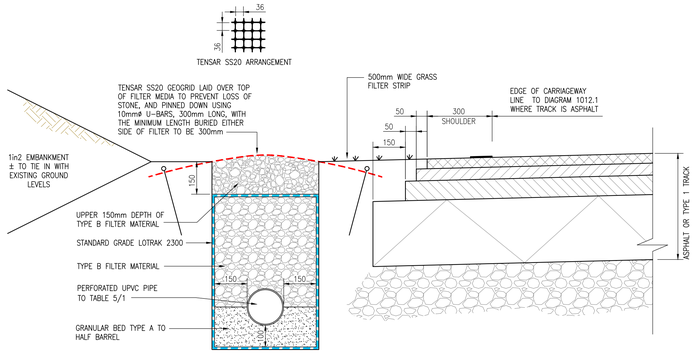
## DETAILS OF POST AND WIRE / STOCKPROOF FENCES

SCALE : 0 400mm 800mm 1:20



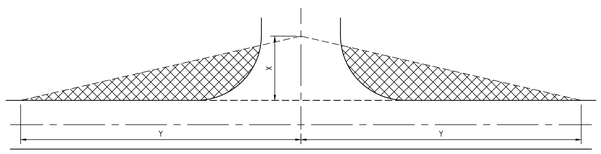

## DOUBLE FIELD GATE DETAIL

SCALE : 0 400mm 800mm 1:20




## SECTION THROUGH EDGE OF NEW ACCESS JUNCTION INDICATING FILTER DRAIN

SCALE : 0 200mm 400mm 1:10

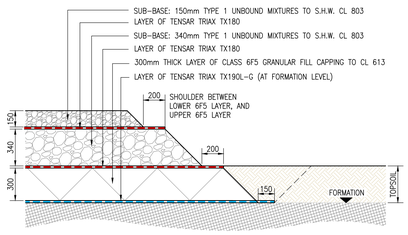



| INDICATIVE VISIBILITY SPLAYS: NO OBSTRUCTIONS EXCEEDING 0.6m ABOVE ADJACENT ROAD LEVEL. | | | | | |
|---|---|---|---|---|---|
| SPEED ON PUBLIC ROAD – KPH | 100 | 85 | 60 | 50 | 30 |
| SPEED ON PUBLIC ROAD – MPH | 60 | 50 | 40 | 30 | 20 |
| DISTANCE Y (m) | 215 | 160 | 120 | 90 | 60 |
| DISTANCE X (m) | 9m, MAY BE REDUCED TO 4.5m IN DIFFICULT CIRCUMSTANCES SUBJECT TO THE APPROVAL BY AREA ROADS & COMMUNITY WORKS MANAGER | | | | |

## TYPICAL VISIBILITY SPLAYS

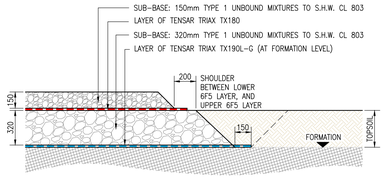
SCALE = DIAGRAMMATIC

NOTE: THE VISIBILITY SPLAY INFORMATION SHOWN HAS BEEN TAKEN FROM LOCAL AUTHORITY DESIGN STANDARDS, HOWEVER MAY INTRODUCE SIGNIFICANT VEGETATION CLEARANCE FOR THESE TEMPORARY JUNCTIONS. PROPOSALS ARE TO CONSIDER TEMPORARILY REDUCING THE SPEED LIMIT OF EXISTING ROADS ALONG THE FRONTAGE OF EACH ACCESS POINT TO 30mph IN ORDER TO REDUCE THE Y-DISTANCE TO 90m. IT IS ALSO PROPOSED TO REDUCE THE X-DISTANCE TO 2.4m IN ACCORDANCE WITH DMRB CD 123. THESE PROPOSALS WILL REQUIRE APPROVAL FROM THE LOCAL AUTHORITY, AND WILL REQUIRE THE SUBMISSION OF A TTRO APPLICATION.



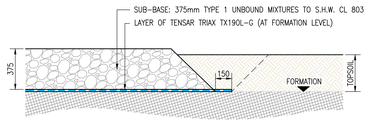

## CONSTRUCTION FOR STONE ROAD AREAS WITH A CBR LESS THAN 2.0%

SCALE : 0 400mm 800mm 1:20




## CONSTRUCTION FOR STONE ROAD AREAS WITH A CBR BETWEEN 2.5% AND 5.0%

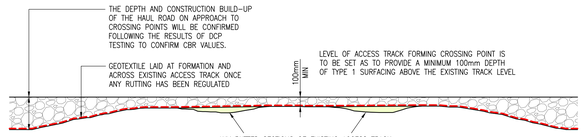
SCALE : 0 400mm 800mm 1:20




## CONSTRUCTION FOR STONE ROAD AREAS WITH A CBR OF 5.0% AND ABOVE

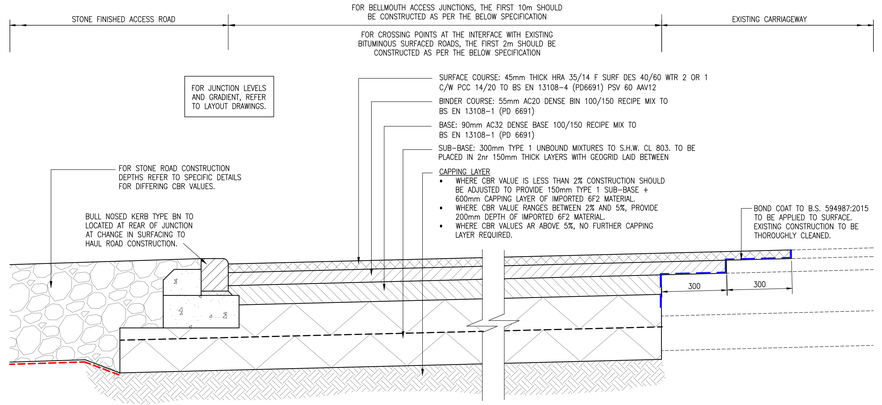
SCALE : 0 400mm 800mm 1:20

NOTE: CBR VALUES OF THE PROPOSED HAUL ROAD FORMATION ARE TO BE OBTAINED PRIOR TO THE COMMENCEMENT OF WORKS, BY UNDERTAKING EITHER IN-SITU DCP (Dynamic Cone Penetration) OR LWD (Light Weight Deflectometer) TESTING. SUGGESTED LOCATIONS FOR TESTING FREQUENCY IS 100m ALONG THE LINE OF THE HAUL ROAD.



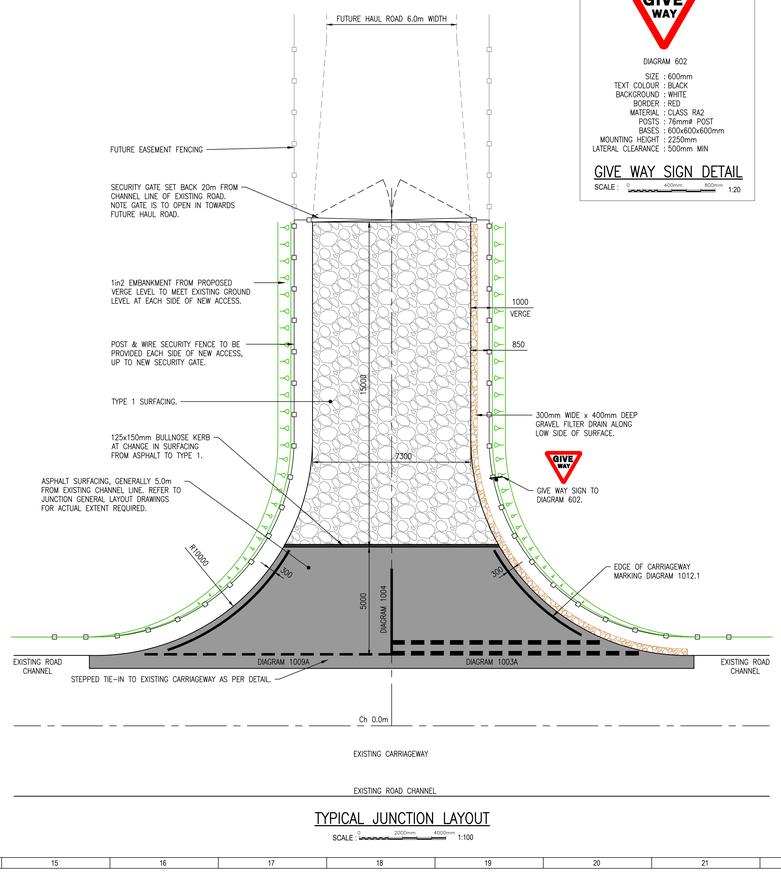

## DETAIL FOR HAUL ROAD CROSSING POINT AT INTERFACE WITH EXISTING UN-SURFACED PRIVATE TRACKS

SCALE : 0 400mm 800mm 1:20




## TYPICAL SECTION THROUGH CONSTRUCTION AT TIE-IN TO EXISTING BITUMINOUS SURFACED CARRIAGEWAYS

SCALE : 0 200mm 400mm 1:10




GIVE WAY

DIAGRAM 602

SIZE : 600mm
TEXT COLOUR : BLACK
BACKGROUND : WHITE
BORDER : RED
MATERIAL : CLASS RA2
POSTS : 76mmø POST
BASES : 600x600x600mm
MOUNTING HEIGHT : 2250mm
LATERAL CLEARANCE : 500mm MIN

## GIVE WAY SIGN DETAIL

SCALE : 0 400mm 800mm 1:20

## TYPICAL JUNCTION LAYOUT

SCALE : 0 2000mm 4000mm 1:100

### SAFETY HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.

RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO THE FOLLOWING FAIRHURST DOCUMENTS:
161680-DOC-N01: Design Assessment and Hazard Identification - Spittal
161680-DOC-S01: Design Assessment and Hazard Identification - Peterhead

CONSTRUCTION
- INTERFACE WITH THE PUBLIC
- LIVE CARRIAGEWAY TRAFFIC
- EXISTING LIVE SERVICES
- WATERCOURSES

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

NOTES:
1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED.
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS & SPECIFICATIONS.
4. ALL CODES AND STANDARDS REFERENCED ON DRAWINGS ARE TO BE CURRENT VERSIONS.

| REV. | DATE: | DRWN | CHKD | APPD | DESCRIPTION: |
|---|---|---|---|---|---|
| 1 | 06/08/25 | ACM | GAV | GAV | BITUMINOUS SURFACE SPECIFICATION UPDATED. WHITE LINING ADDED. |
| 0 | 30/04/25 | ACM | GAV | GAV | FIRST ISSUE |

STATUS:

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks TRANSMISSION

PROJECT: LT360 HVDC SPITTAL TO PETERHEAD

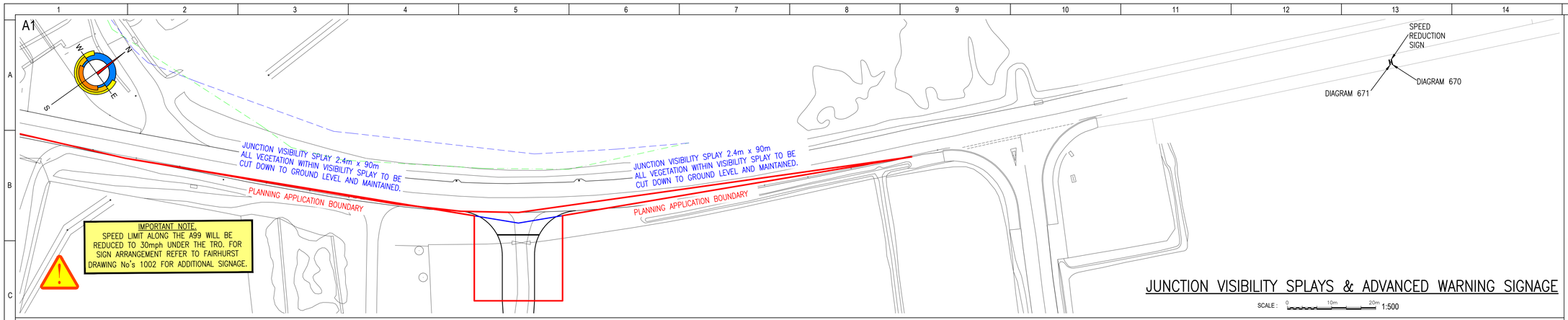
PROJECT NUMBER: G24005 | LOCATION: SCOTLAND UK

TITLE: ROAD CONSTRUCTION DETAILS SHEET 1

DRAWN BY: ACM | ENG CHECK: -
DESIGNER: GAV | COORDINATION: -
SCALE: AS SHOWN | APPROVED: -
DATE OF FIRST ISSUE: 30/04/25 | SECURITY: -

NKT DRAWING NUMBER: 1AA0749552
FAIRHURST DRAWING NUMBER: 161680/1080
SHEET No: 1
CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-ZZ-DET-LE-0001
REVISION No: 1

A1




## JUNCTION VISIBILITY SPLAYS & ADVANCED WARNING SIGNAGE

SCALE : 0 10m 20m 1:500

NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DOCUMENTS.
4. ALL EXISTING LEVEL INFORMATION AT TIE–IN POINTS IS TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCING WORKS. ANY DISCREPANCIES FOUND ARE TO BE REPORTED TO THE ENGINEER TO ALLOW THE DESIGN TO BE CHECKED.
5. ANY EXISTING SERVICES ARE TO BE POSITIVELY ESTABLISHED ON SITE PRIOR TO ANY MECHANICAL EXCAVATION.
6. ALL TRAFFIC MANAGEMENT REQUIREMENTS ARE TO BE AGREED WITH THE LOCAL AUTHORITY IN ADVANCE OF WORK COMMENCING.
7. THE DESIGN FOR AP01 HAS BEEN BASED ON THIRD PARTY SURVEY DATA. THE CONTRACTOR SHOULD THEREFORE UNDERTAKE PRE–COMMENCEMENT CHECKS TO ESTABLISH THE LEVEL INFORMATION PROVIDED WILL TIE IN WITH THE ORDNANCE DATUM LEVELS ON SITE.

### EXISTING SERVICES:

THE EXISTING SERVICES INFORMATION CONTAINED WITHIN THIS PLAN IS GIVEN WITHOUT OBLIGATION OR WARRANT. THE ACCURACY THEREFORE CANNOT BE GUARANTEED. NO LIABILITY WHATSOEVER IS ACCEPTED BY FAIRHURST FOR ANY ERROR OR OMISSION IN COMPILING THIS INFORMATION.
THE ACTUAL POSITION OF MAINS AND SERVICES MUST BE VERIFIED AND POSITIVELY ESTABLISHED ON SITE, IN ACCORDANCE WITH HSG47, PRIOR TO ANY MECHANICAL EXCAVATION PLANT BEING USED. PRIVATE SERVICE SUPPLIES SHOULD BE ANTICIPATED ALONG WITH FURTHER SERVICES WHICH HAVE NOT BEEN RECORDED BY UTILITY COMPANIES.

CONTRACTORS METHOD STATEMENTS SHOULD ENSURE THAT ALL WORKS ARE CARRIED OUT SAFELY IN ACCORDANCE WITH HSE DOCUMENT GS6. THE CONTRACTORS METHOD OF WORKS SHOULD ALSO TAKE COGNISANCE OF THE UTILITY OWNERS SPECIFIC PROCEDURES FOR WORKING IN THE VICINITY OF THE UTILITY SERVICE (OVERHEAD OR UNDERGROUND) AND FOR PROTECTION OF APPARATUS DURING OPERATION OF THE ACCESS JUNCTION.

### SERVICES LEGEND

- DRAINAGE
- GAS
- BT/TELECOMS
- ELECTRIC UNDERGROUND
- ELECTRIC OVERHEAD
- WATER SUPPLY
- RAIL
- OIL

| Signing Project | LT360 | Signs: Back to back on 76mm dia. pole | | | |
|---|---|---|---|---|---|
| Sign Reference | AP10 (L&R) | Width (mm) | 720 | Background | Yellow |
| x Height | 60.0 | Height (mm) | 465 | Border | Black |
| Material | Class RA2 | Area (sq.m) | 0.33 | Legend | Black |

AP01 (LT360)

AP01 (LT360)

FINGER POST SIGNS TO BE PLACED IN VERGE OPPOSITE TO NEW JUNCTION PRIOR TO IT BECOMING OPERATIONAL.
NOTE: POSITION OF EXISTING SERVICES TO BE ESTABLISHED BEFORE INSTALLING SIGN POLE.

EDGE OF CARRIAGEWAY MARKING, TO DIAGRAM 1012.1, TO BOTH SIDES OF ACCESS.

ASPHALT SURFACING TO JUNCTION FOR FIRST 5.0m THEN STONE HAUL ROAD FOR FURTHER 15.0m UP TO SECURITY GATE.

NEW BACK–TO–BACK ROAD SIGN POSTS TO BE ERECTED IN EACH VERGE, 200m SOUTH WEST OF AP–01. DIAGRAM 670 (30mph) TO BE ERECTED ON APPROACH TO AP–01, WITH DIAGRAM 671 ON THE BACK SIDE OF EACH SIGN POST. ALL SIGNS ARE TO REMAIN IN PLACE FOR THE DURATION OF THE WORKS.

30

| Signing Project | 161680 | | | | |
|---|---|---|---|---|---|
| Sign Reference | 670 | Width (mm) | 805 | Background | White |
| x Height | 62.5 | Height (mm) | 750 | Border | Red |
| Material | Class RA2 | Area (sq.m) | 0.60 | Legend | Black |

| Signing Project | 161680 | | | | |
|---|---|---|---|---|---|
| Sign Reference | 671 | Width (mm) | 750 | Background | White |
| x Height | N/A | Height (mm) | 750 | Border | |
| Material | Class RA2 | Area (sq.m) | 0.44 | Legend | Black |

E 333224.9974
N 958747.1611

E 333233.4002
N 958746.9202

R10.000

GRAVEL STRIP TO EDGE OF LOW SIDE OF ACCESS.

125x150mm BULLNOSE KERB AT CHANGE IN SURFACING FROM ASPHALT TO STONE HAUL ROAD.

SECURITY GATE SET BACK 20m FROM CHANNEL LINE OF EXISTING ROAD. NOTE GATE IS TO OPEN AWAY FROM JUNCTION.

PLANNING APPLICATION BOUNDARY

DIAGRAM 1003.1

DIAGRAM 1003.1

DIAGRAM 1004

5.000

20.000

Ch0.0m

Ch10.0m

Ch20.0m

Ch30.0m

Ch40.0m

Ch50.0m

Ch60.0m

Ch70.0m

7.3

6.0

FUTURE STONE HAUL ROAD BEYOND SECURITY GATE WITH GRAVEL STRIP TO LOW SIDE.

E 333209.8834
N 958759.9355

R10.000

E 333217.6523
N 958724.6366

PLANNING APPLICATION BOUNDARY

1in2 EMBANKMENT FROM PROPOSED VERGE LEVEL TO MEET EXISTING GROUND LEVEL AT EACH SIDE OF NEW ACCESS.

POST & WIRE SECURITY FENCE TO BE PROVIDED EACH SIDE OF NEW ACCESS, UP TO NEW SECURITY GATE.

8.67

## AP01 JUNCTION GENERAL ARRANGEMENT

SCALE : 0 4m 8m 1:200

| REV: | DATE: | DRWN | CHKD | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 2 | 09/07/25 | ACM | GAV | GAV | PLANNING APPLICATION BOUNDARY ADDED |
| 1 | 06/06/25 | ACM | GAV | GAV | SIGNAGE UPDATED |
| 0 | 09/05/25 | ACM | GAV | GAV | FIRST ISSUE |

STATUS: -

CONTRACTOR: NKT FAIRHURST

Scottish & Southern Electricity Networks TRANSMISSION

PROJECT: LT360 HVDC SPITTAL TO PETERHEAD

PROJECT NUMBER: G24005 LOCATION: SCOTLAND UK

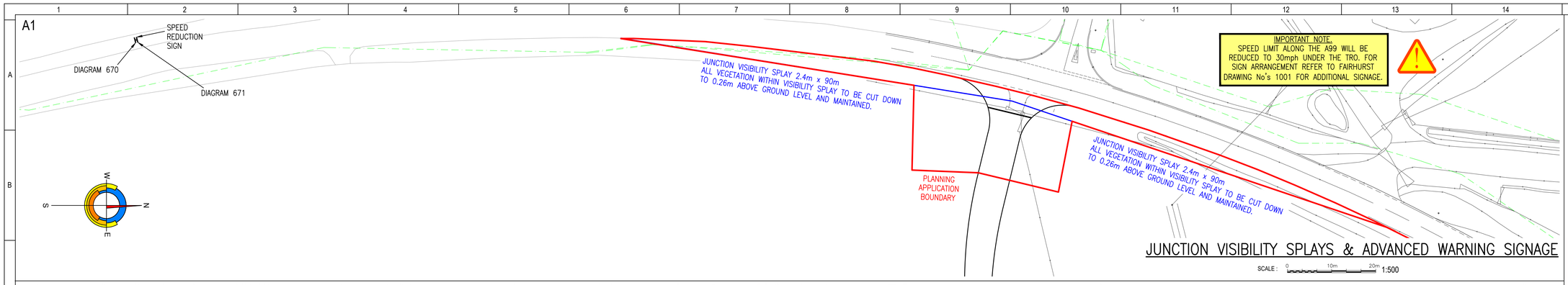
TITLE: NORTH SECTION AP01 GENERAL ARRANGEMENT

| | |
|---|---|
| DRAWN BY: ACM | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: AS SHOWN | APPROVED: - |
| DATE OF FIRST ISSUE: 09/05/2025 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| 1AA0749741 | 161680/1001 | - |

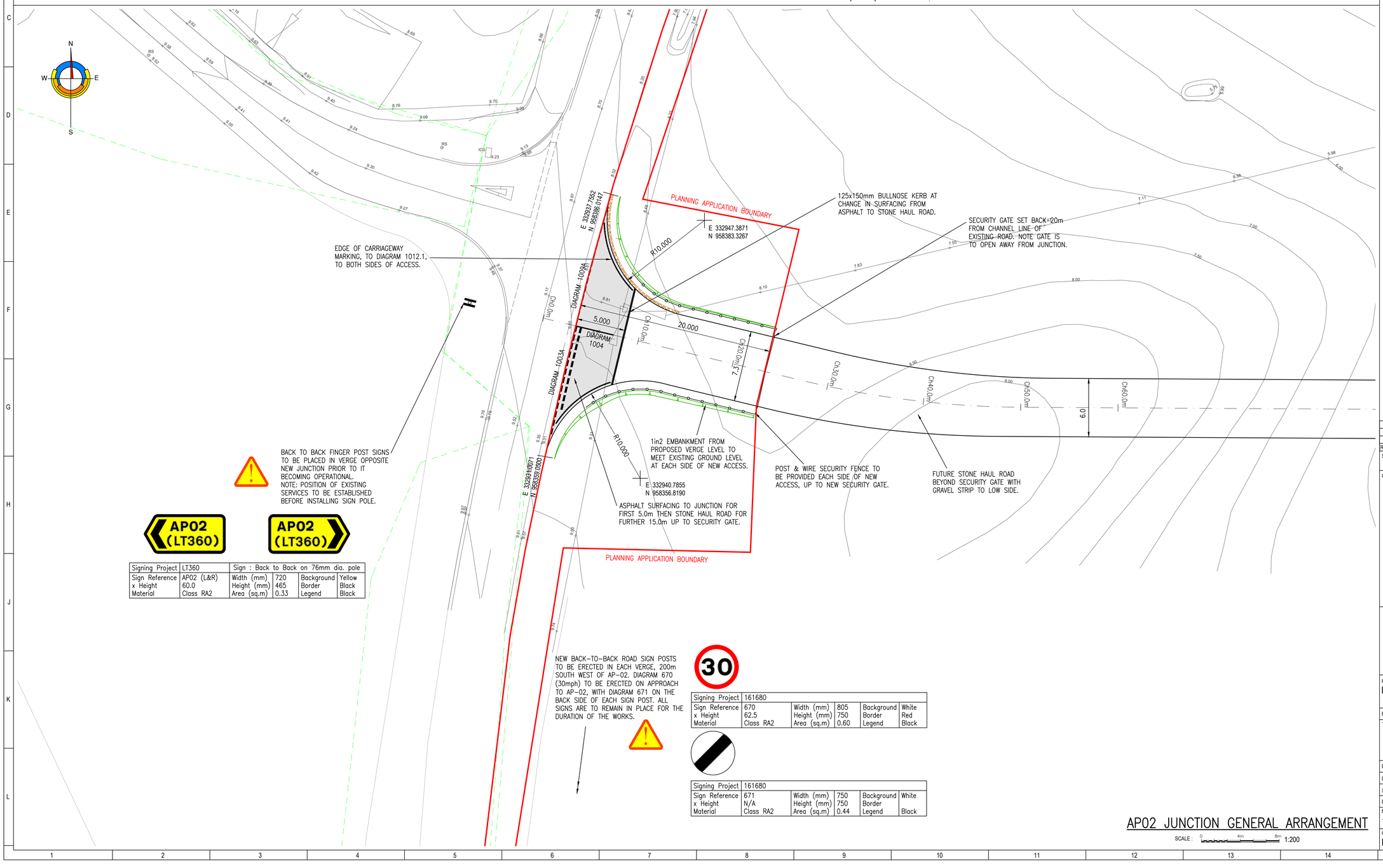
CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-GA-H-0030 REVISION No: 2

A1




## JUNCTION VISIBILITY SPLAYS & ADVANCED WARNING SIGNAGE

SCALE : 0 10m 20m 1:500




| Signing Project | LT360 | Sign : Back to Back on 76mm dia. pole | | | |
|---|---|---|---|---|---|
| Sign Reference | AP02 (L&R) | Width (mm) | 720 | Background | Yellow |
| x Height | 60.0 | Height (mm) | 465 | Border | Black |
| Material | Class RA2 | Area (sq.m) | 0.33 | Legend | Black |

| Signing Project | 161680 | | | | |
|---|---|---|---|---|---|
| Sign Reference | 670 | Width (mm) | 805 | Background | White |
| x Height | 62.5 | Height (mm) | 750 | Border | Red |
| Material | Class RA2 | Area (sq.m) | 0.60 | Legend | Black |

| Signing Project | 161680 | | | | |
|---|---|---|---|---|---|
| Sign Reference | 671 | Width (mm) | 750 | Background | White |
| x Height | N/A | Height (mm) | 750 | Border | |
| Material | Class RA2 | Area (sq.m) | 0.44 | Legend | Black |

## AP02 JUNCTION GENERAL ARRANGEMENT

SCALE : 0 4m 8m 1:200

NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DOCUMENTS.
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7. THE DESIGN FOR AP02 HAS BEEN BASED ON THIRD PARTY SURVEY DATA. THE CONTRACTOR SHOULD THEREFORE UNDERTAKE PRE-COMMENCEMENT CHECKS TO ESTABLISH THE LEVEL INFORMATION PROVIDED WILL TIE IN WITH THE ORDNANCE DATUM LEVELS ON SITE.

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## SERVICES LEGEND

- DRAINAGE
- GAS — GAS — GAS — GAS — GAS —
- BT/TELECOMS
- ELECTRIC UNDERGROUND
- ELECTRIC OVERHEAD
- WATER SUPPLY
- RAIL
- OIL

| REV: | DATE: | DRWN | CHKD | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 2 | 09/07/25 | ACM | GAV | GAV | PLANNING APPLICATION BOUNDARY ADDED |
| 1 | 06/06/25 | ACM | GAV | GAV | SIGNAGE UPDATED |
| 0 | 09/05/25 | ACM | GAV | GAV | FIRST ISSUE |

STATUS: -

CONTRACTOR:

NKT FAIRHURST

Scottish & Southern Electricity Networks TRANSMISSION

PROJECT: LT360 HVDC SPITTAL TO PETERHEAD

PROJECT NUMBER: G24005 LOCATION: SCOTLAND UK

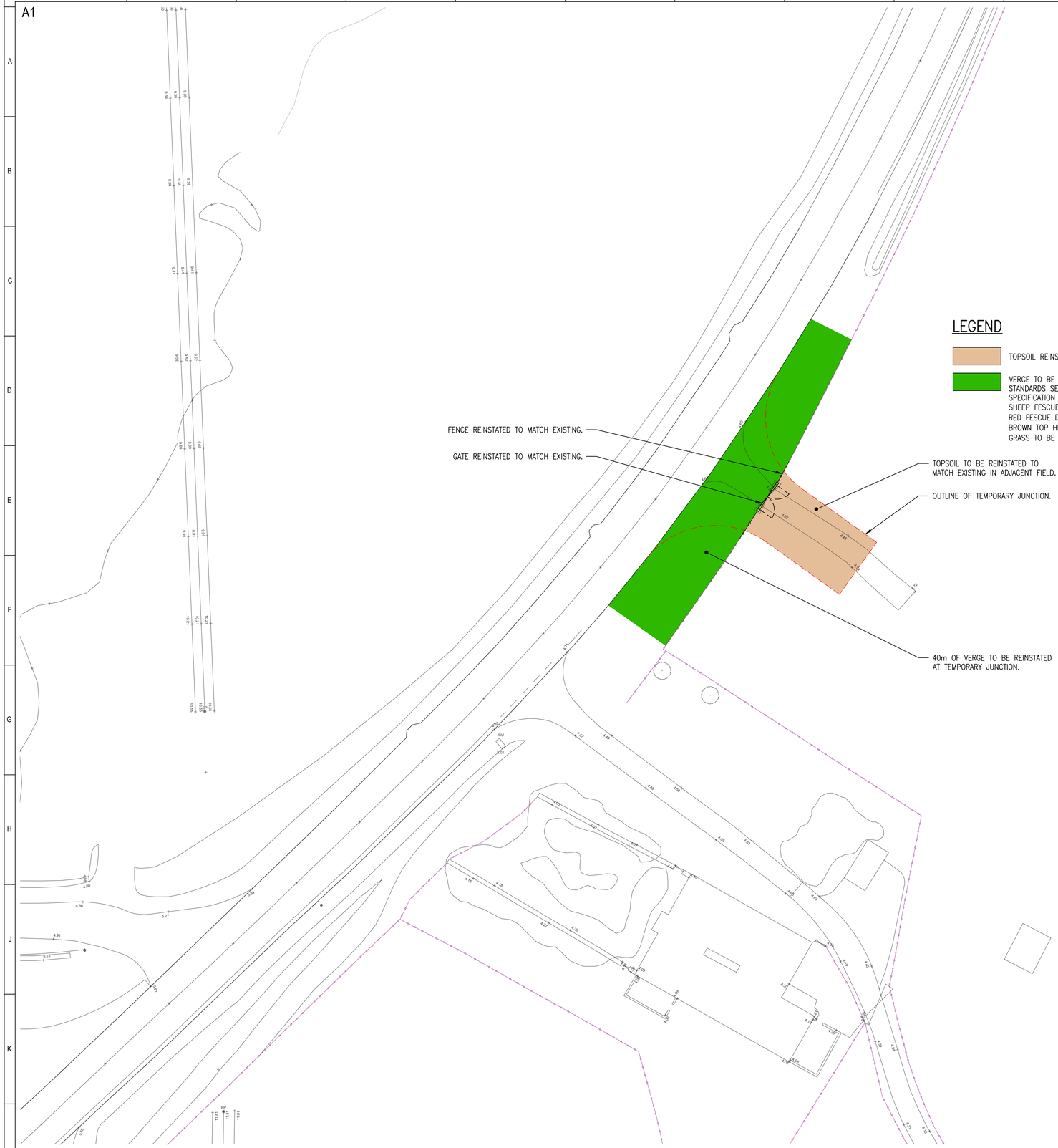
TITLE: NORTH SECTION AP02 GENERAL ARRANGEMENT

| | |
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| DRAWN BY: ACM | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: AS SHOWN | APPROVED: - |
| DATE OF FIRST ISSUE: 09/05/2025 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| 1AA0749722 | 161680/1002 | - |

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-GA-H-0031 REVISION No: 2

A1




## LEGEND

- TOPSOIL REINSTATED FROM STOCKPILE
- VERGE TO BE REINSTATED TO THE HIGHLAND COUNCIL STANDARDS SECTION 7.6, WITH THE FOLLOWING SPECIFICATION FOR GRASS SEED MIX.
  SHEEP FESCUE BONITO "FESCUE OVINA" 30%
  RED FESCUE DAWSON "FESTUCA RUBRA SUBSP RUBRA" 45%
  BROWN TOP HIGHLAND "AGROSTIS CASTALLANA" 25%
  GRASS TO BE SOWN AT RATE OF 12g/sq.m

## REINSTATEMENT

NOTE, THE REINSTATEMENT WORKS, AND SPECIFICALLY PLANTING OF HEDGEROWS AND REINSTATED GRASS VERGES, SHALL BE UNDERTAKEN DURING THE FIRST AVAILABLE PLANTING SEASON FOLLOWING COMPLETION OF THE HIGH VOLTAGE CABLE INSTALLATION AND ONCE THE ACCESS JUNCTION IS NO LONGER REQUIRED.

REINSTATEMENT SHALL BE IN ACCORDANCE WITH THE FOLLOWING SEASONAL AND CLIMATIC PLANTING CONDITIONS.

PLANTING OPERATIONS WILL BE CARRIED OUT WHILE WEATHER AND SOIL CONDITIONS ARE SUITABLE FOR THE RELEVANT WORKS, AVOIDING PERIODS OF FROST, STRONG WINDS OR HEAVY RAINFALL. PLANTING WILL ONLY TAKE PLACE DURING THE FOLLOWING PERIODS AND IN LINE WITH THE BELOW GUIDANCE:

1. LATE OCTOBER TO LATE MARCH – PLANTING OF BARE ROOT FEATHERED DECIDUOUS HEDGEROWS AND TREES;
2. MARCH TO APRIL OR AUGUST TO SEPTEMBER FOR SOWING OF GRASSES;
3. ANY VARIATION FROM THESE SEASONAL DATES WOULD BE AGREED WITH THE LOCAL AUTHORITY;
4. ADEQUATE WATERING AND WEED CONTROL WILL BE PROVIDED TO ENSURE SUCCESSFUL ESTABLISHMENT;
5. ANY TREE REMOVAL OR COPPICING WORKS WILL NOT BE UNDERTAKEN DURING BIRD NESTING AND BREEDING SEASON, OR WILL BE APPROVED BY A SUITABLY QUALIFIED ECOLOGIST PRIOR TO WORKS.
6. WHERE BATS ARE SUSPECTED TO BE PRESENT, ADVICE WILL BE PROVIDED FROM A LICENSED BAT SPECIALIST AND IF APPROPRIATE, RELEVANT LICENCE'S OBTAINED BEFORE ANY MAJOR TREE WORKS OR HEDGE CUTTING IS UNDERTAKEN;
7. PLANTING WILL TAKE PLACE IN CULTIVATED AND MOIST FRIABLE SOILS, THAT ARE NOT WATERLOGGED;
8. PLANTING WILL NOT TAKE PLACE INTO FROST OR SNOW COVERED SOIL.

## AP01 JUNCTION REINSTATEMENT ARRANGEMENT

SCALE : 0 5m 10m 1:250

N W E S

NOTES

1. DO NOT SCALE FROM THIS DRAWING
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND DOCUMENTS.
4. ANY EXISTING SERVICES ARE TO BE POSITIVELY ESTABLISHED ON SITE PRIOR TO ANY MECHANICAL EXCAVATION.
5. ALL TRAFFIC MANAGEMENT REQUIREMENTS ARE TO BE AGREED WITH THE LOCAL AUTHORITY IN ADVANCE OF WORK COMMENCING.
6. ALL CODES AND STANDARDS REFERENCED ON DRAWING ARE TO BE CURRENT VERSIONS

### EXISTING SERVICES:

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CONTRACTORS METHOD STATEMENTS SHOULD ENSURE THAT ALL WORKS ARE CARRIED OUT SAFELY IN ACCORDANCE WITH HSE DOCUMENT GS6. THE CONTRACTORS METHOD OF WORKS SHOULD ALSO TAKE COGNISANCE OF THE UTILITY OWNERS SPECIFIC PROCEDURES FOR WORKING IN THE VICINITY OF THE UTILITY SERVICE (OVERHEAD OR UNDERGROUND) AND FOR PROTECTION OF APPARATUS DURING OPERATION OF THE ACCESS JUNCTION.

| REV: | DATE: | DRWN. | CHKD. | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 0 | 06/02/26 | EJS | GAV | GAV | FIRST ISSUE |

STATUS: PRELIMINARY

CONTRACTOR: NKT / FAIRHURST

Scottish & Southern Electricity Networks TRANSMISSION

PROJECT: LT360 HVDC SPITTAL TO PETERHEAD

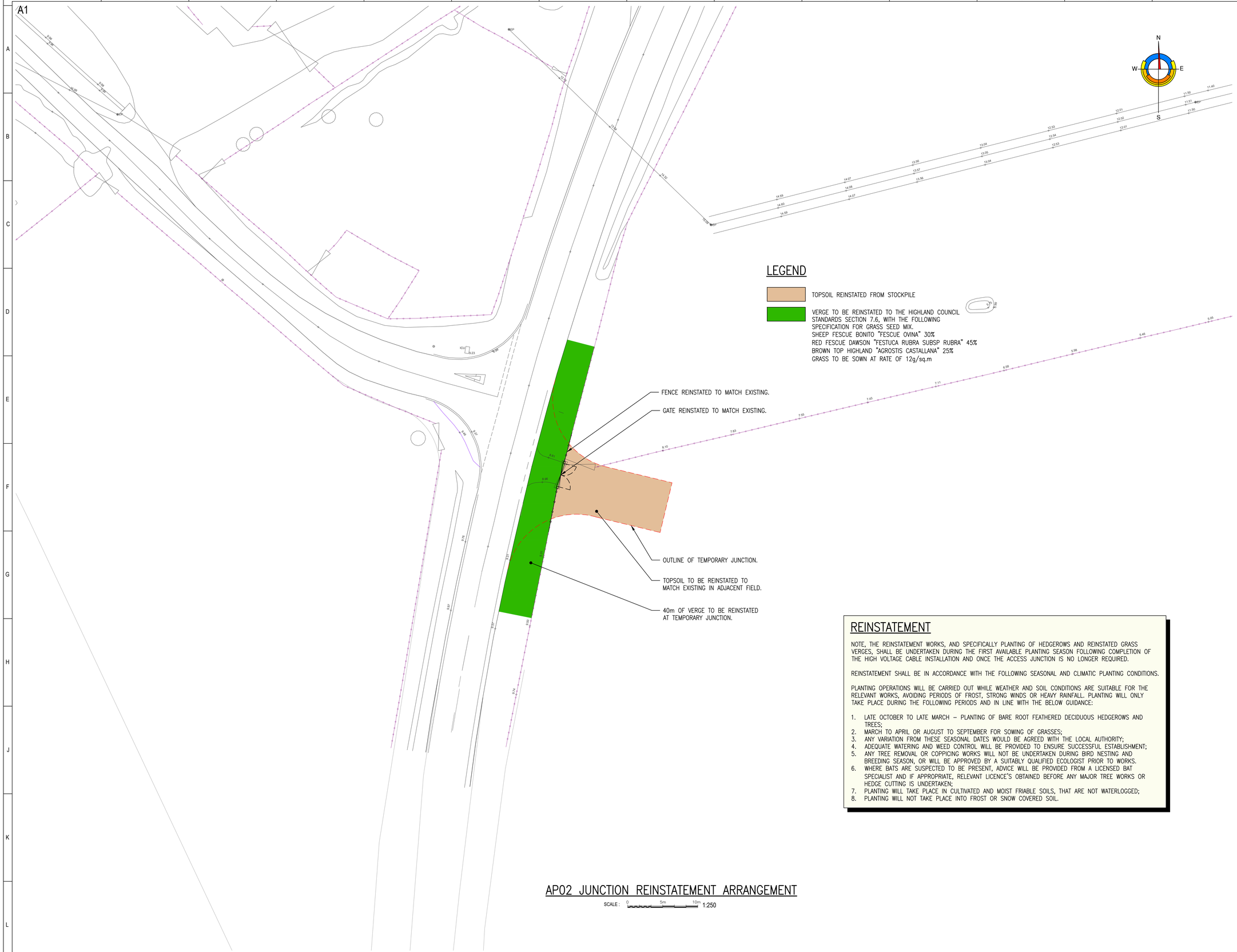
PROJECT NUMBER: G24005 | LOCATION: SCOTLAND UK

TITLE: NORTH SECTION AP01 REINSTATEMENT ARRANGEMENT

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| DESIGNER: - | COORDINATION: - |
| SCALE: AS SHOWN | APPROVED: - |
| DATE OF FIRST ISSUE: 06/02/26 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| | 161680/8501 | - |
| CLIENT DRAWING NUMBER: | | REVISION No: 0 |

A1




## LEGEND

- TOPSOIL REINSTATED FROM STOCKPILE
- VERGE TO BE REINSTATED TO THE HIGHLAND COUNCIL STANDARDS SECTION 7.6, WITH THE FOLLOWING SPECIFICATION FOR GRASS SEED MIX.
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  RED FESCUE DAWSON "FESTUCA RUBRA SUBSP RUBRA" 45%
  BROWN TOP HIGHLAND "AGROSTIS CASTALLANA" 25%
  GRASS TO BE SOWN AT RATE OF 12g/sq.m

## AP02 JUNCTION REINSTATEMENT ARRANGEMENT

SCALE : 0 5m 10m 1:250

## REINSTATEMENT

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| REV: | DATE: | DRWN. | CHKD. | APPD. | DESCRIPTION: |
|---|---|---|---|---|---|
| 0 | 06/02/26 | EJS | GAV | GAV | FIRST ISSUE |

STATUS: PRELIMINARY

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT:
LT360 HVDC SPITTAL TO PETERHEAD

PROJECT NUMBER: G24005 | LOCATION: SCOTLAND UK

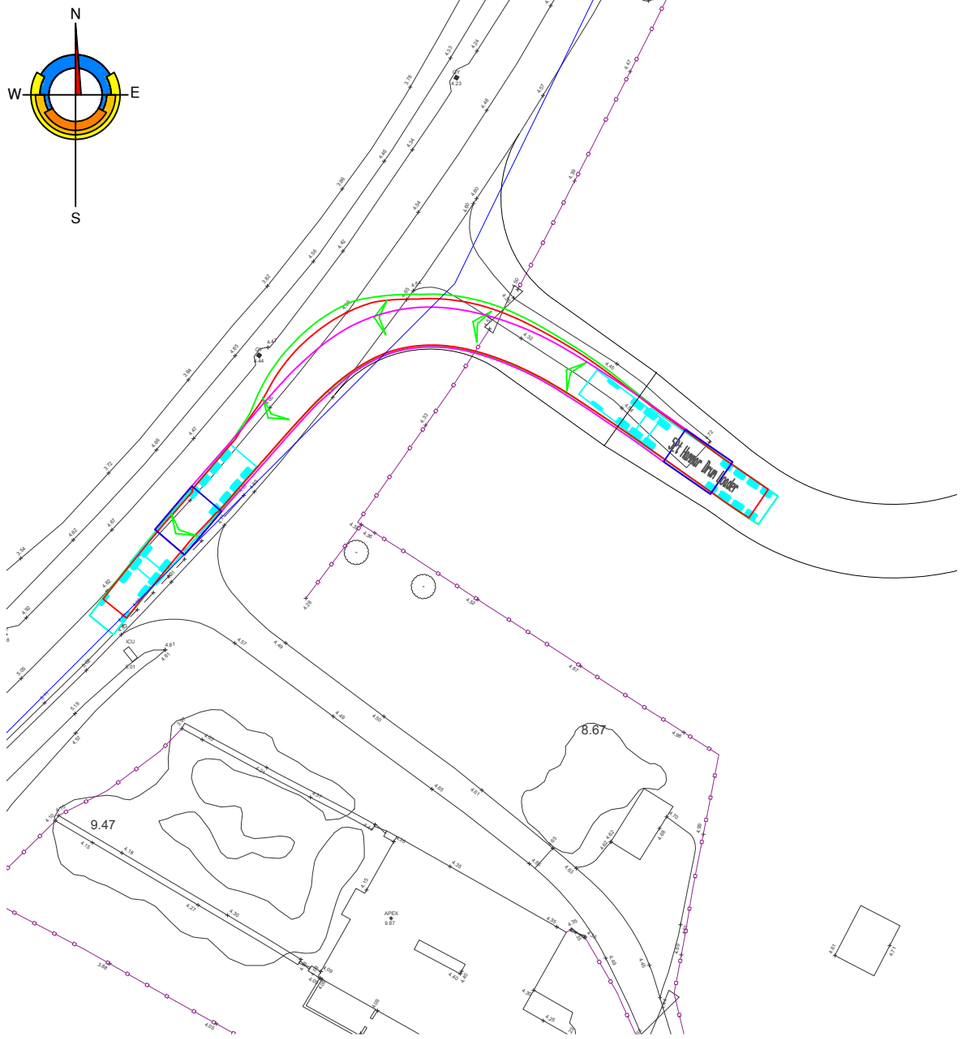
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REINSTATEMENT ARRANGEMENT

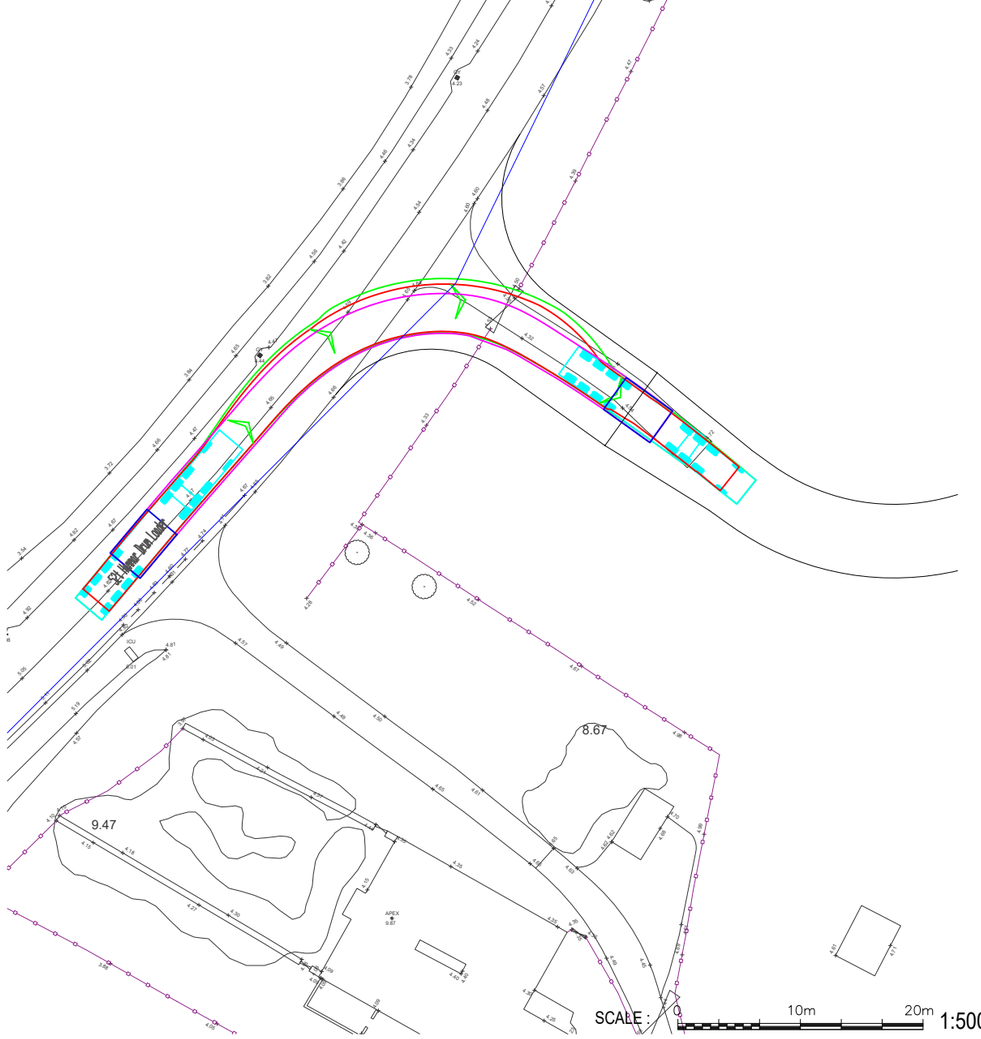
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| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: - | COORDINATION: - |
| SCALE: AS SHOWN | APPROVED: - |
| DATE OF FIRST ISSUE: 06/02/26 | SECURITY: - |

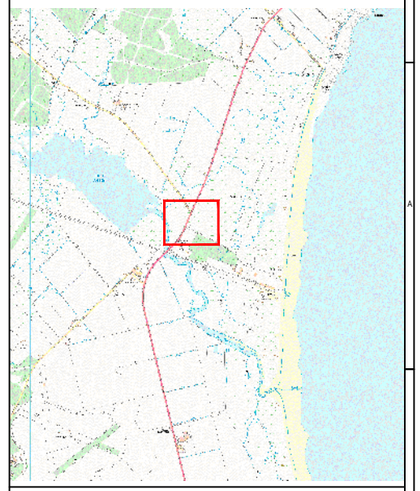
| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| | 161680/8502 | - |

CLIENT DRAWING NUMBER: | REVISION No: 0

A3



KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
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STATUS: -

CONTRACTOR:

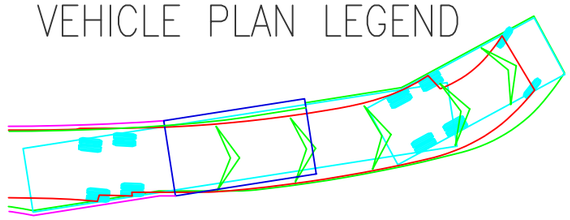
NKT

FAIRHURST

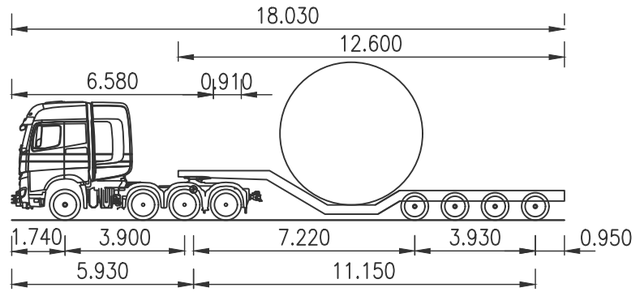
Scottish & Southern Electricity Networks

TRANSMISSION

# VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




52T HAMMAR DRUM LOADER

| | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP01

DRAWN BY: EJS | ENG CHECK: -

DESIGNER: GAV | COORDINATION: -

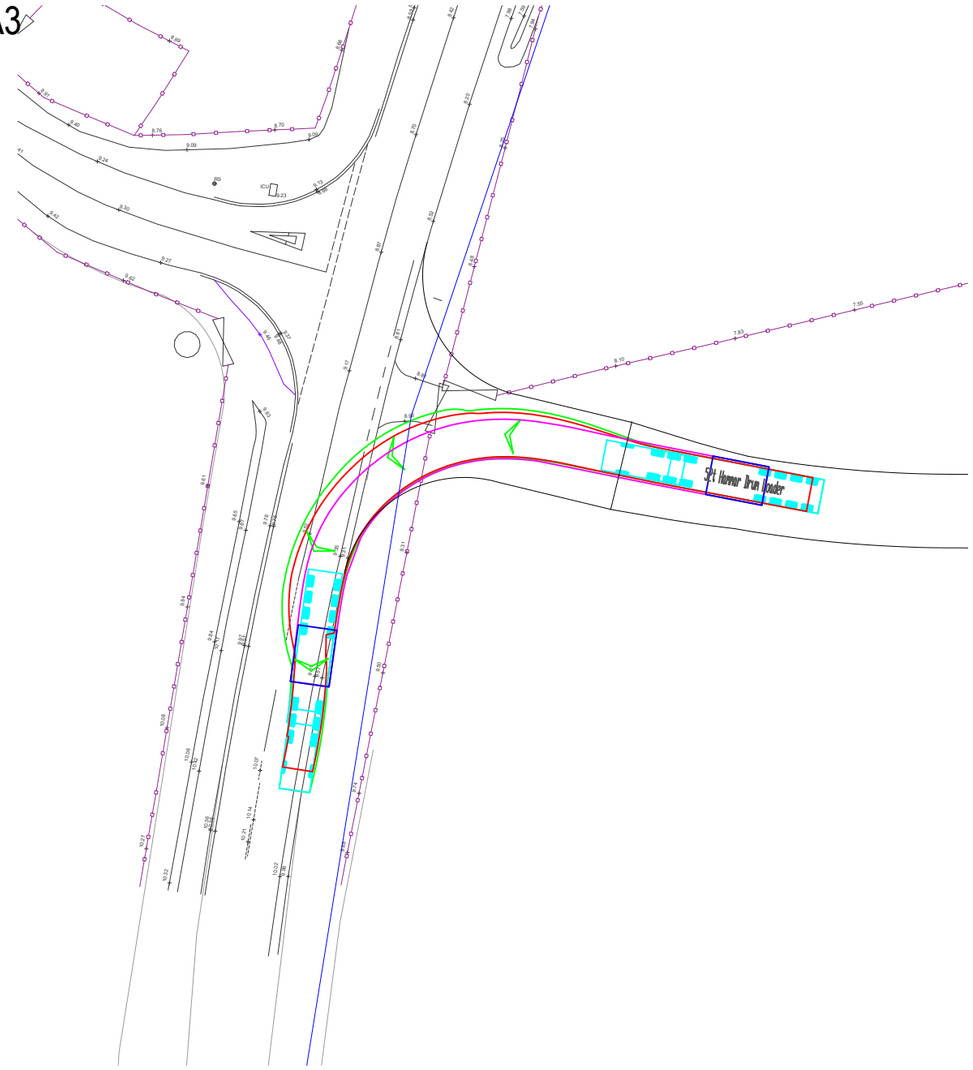
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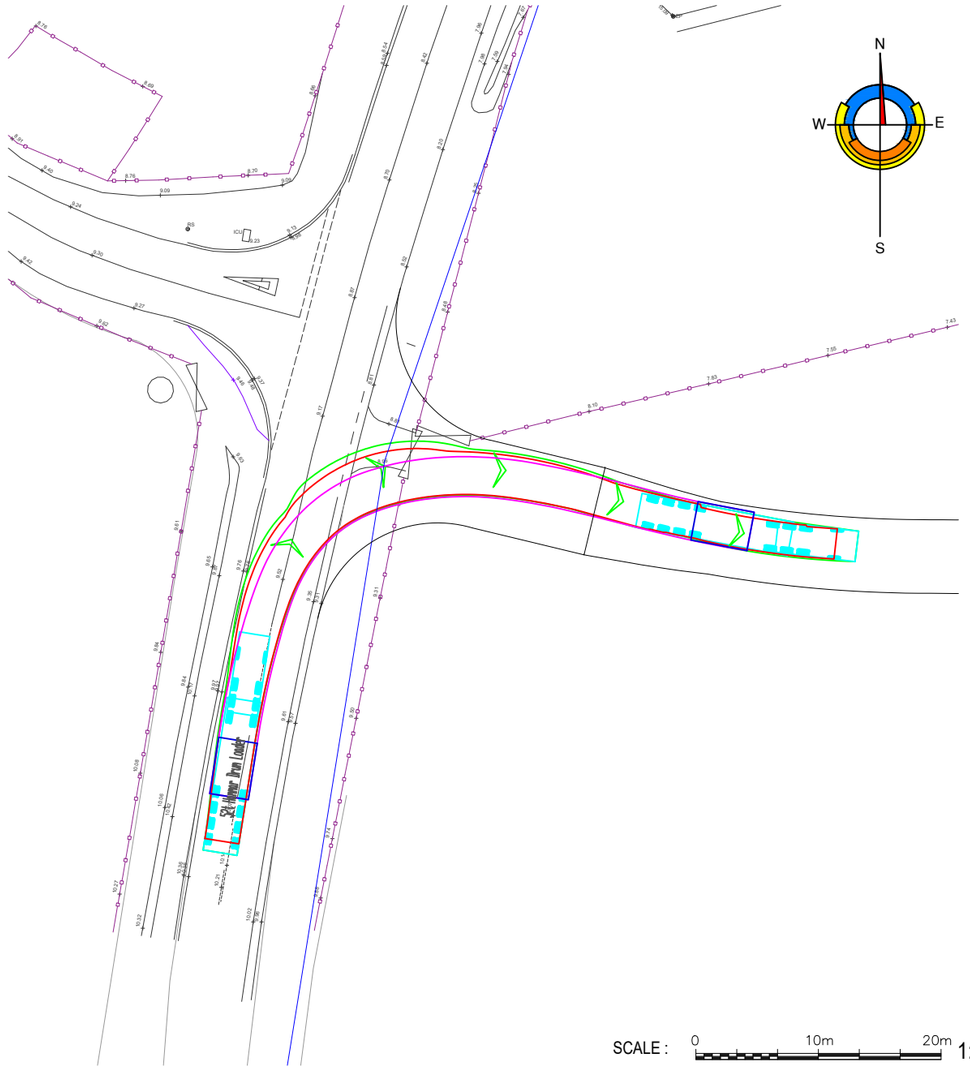
DATE OF FIRST ISSUE: 20/12/24 | SECURITY: -

NKT DRAWING NUMBER: - | FAIRHURST DRAWING NUMBER: 161680/1137 | SHEET No: 1

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0018 | REVISION No: A

A3



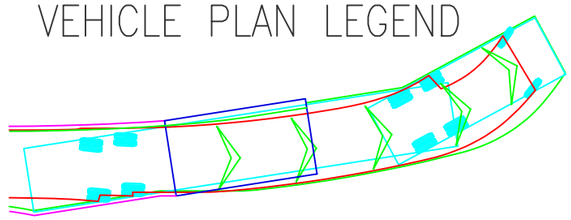





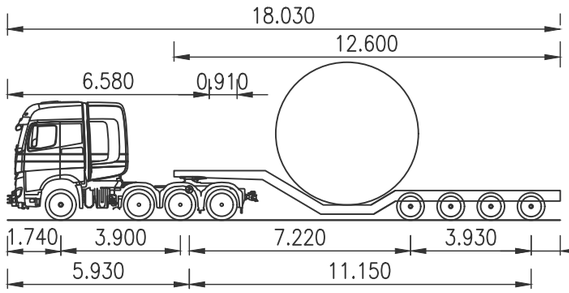


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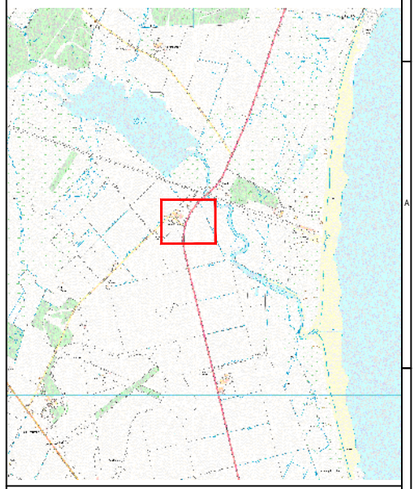
## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |



KEY PLAN 1:50,000
SCALE : 0 1000m 2000m 1:50000

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| A | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR:

NKT
FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

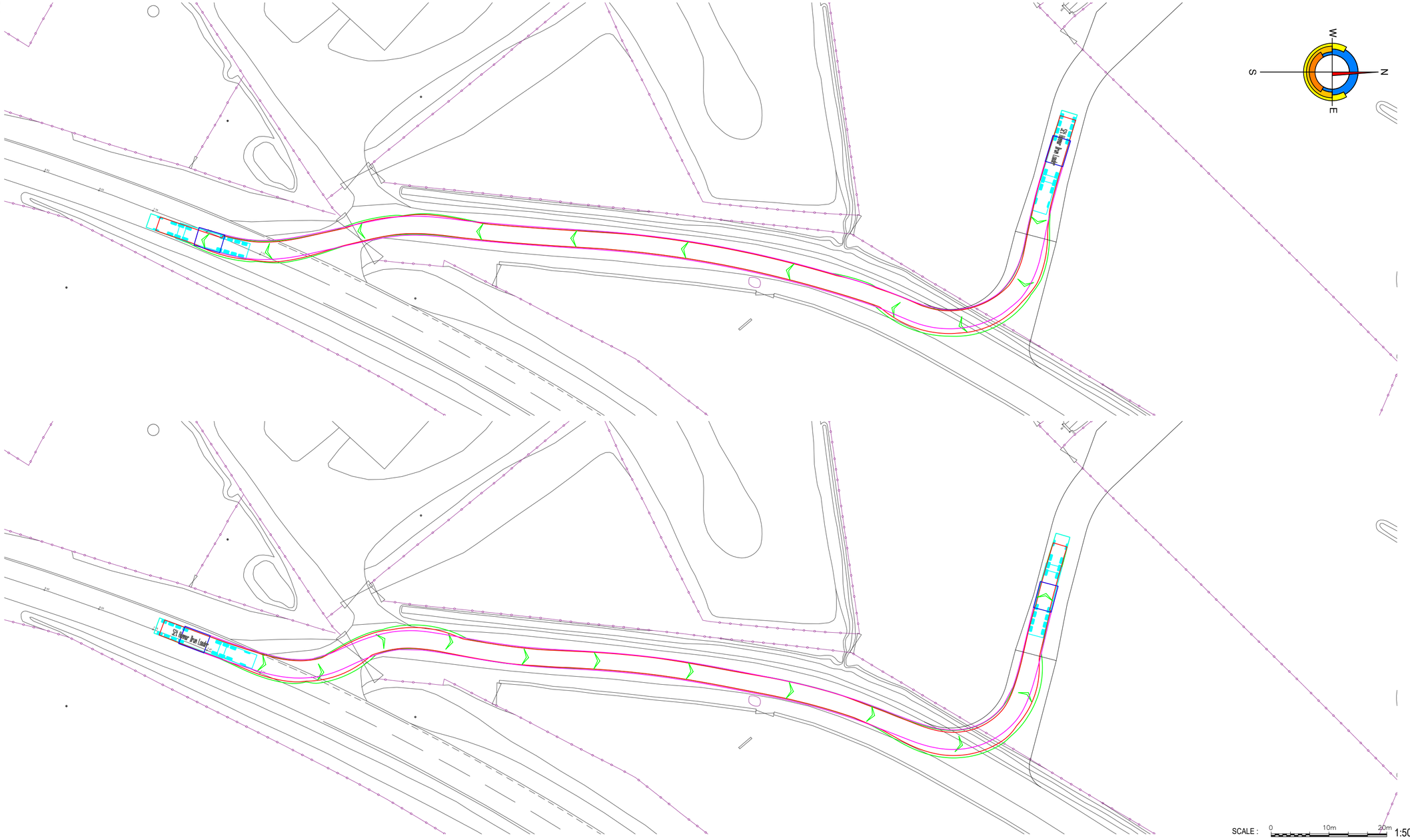
PROJECT: LT360 HVDC Spittal to Peterhead

| | |
|---|---|
| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP02 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 20/12/24 | SECURITY: - |

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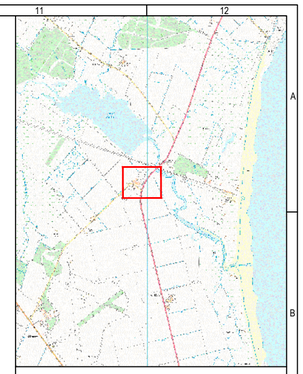
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A2







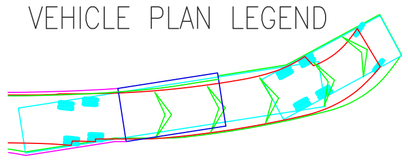


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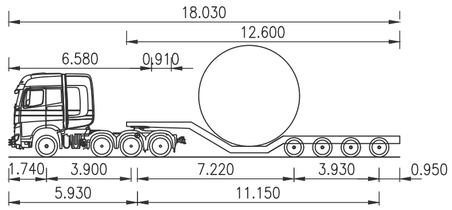
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SCALE : 0 10m 20m 1:500

## VEHICLE PLAN LEGEND



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| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| A | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR: NKT / FAIRHURST

Scottish & Southern Electricity Networks TRANSMISSION

PROJECT: LT360 HVDC SPITTAL TO PETERHEAD

PROJECT NUMBER: G24005 | LOCATION: SCOTLAND UK

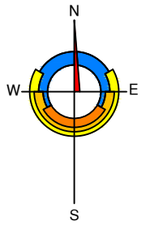
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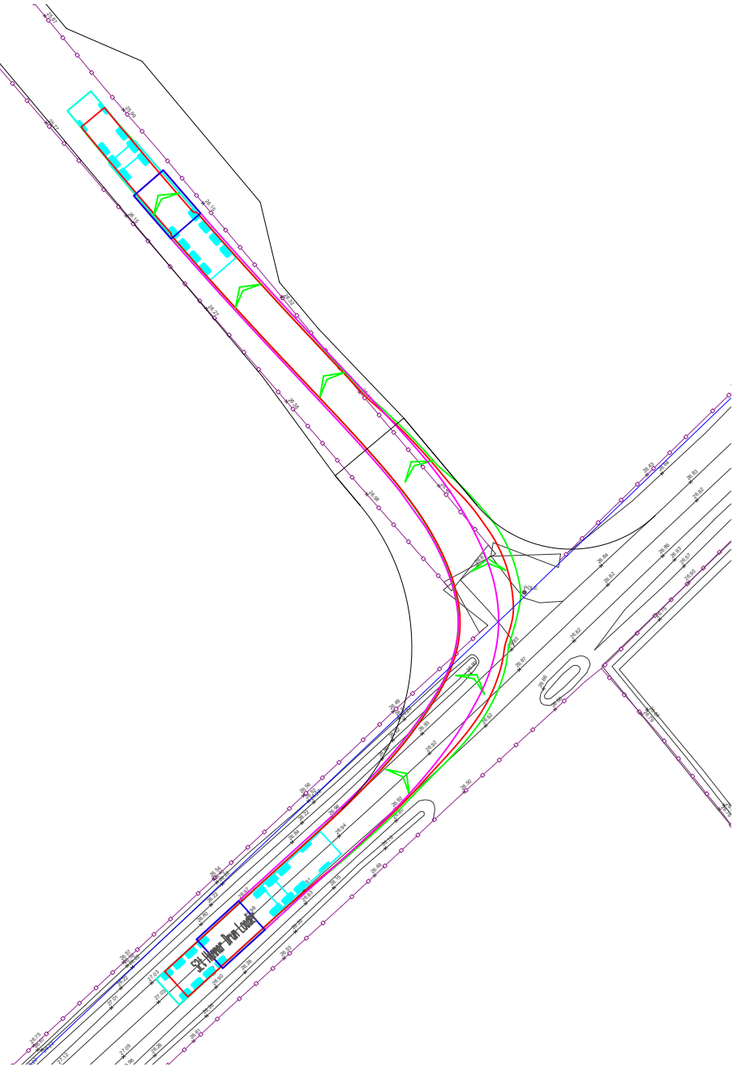
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|---|---|
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
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| DATE OF FIRST ISSUE: 20/12/24 | SECURITY: - |

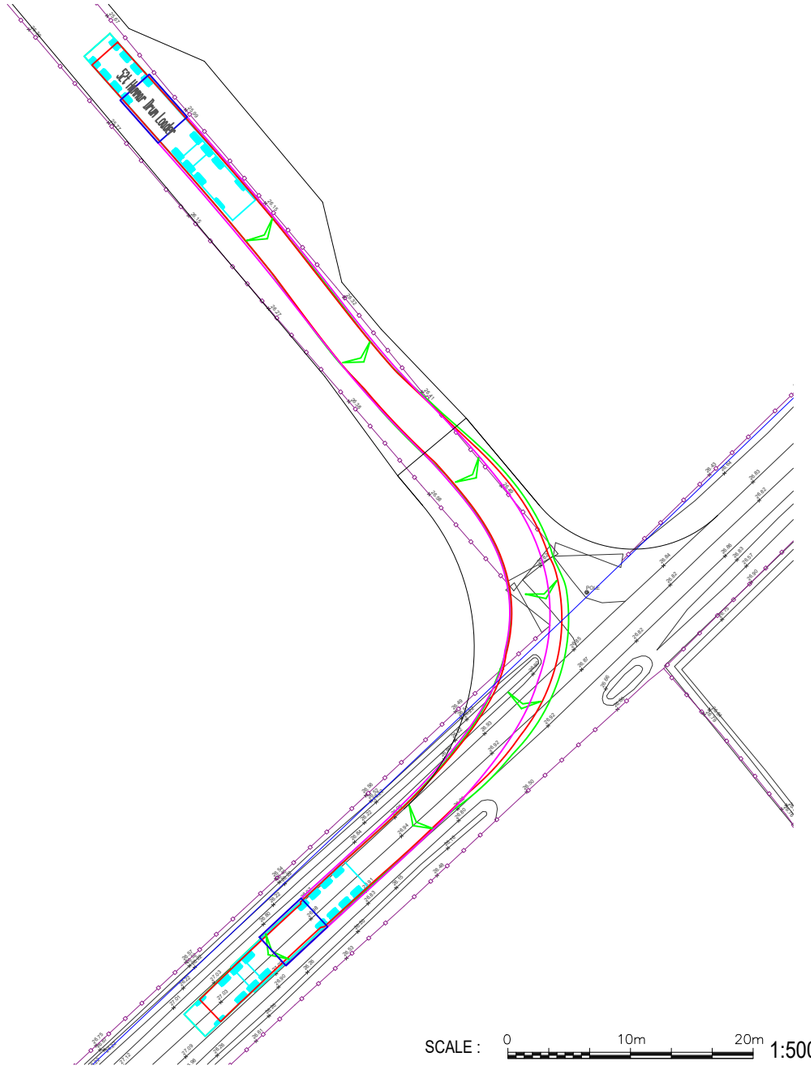
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|---|---|---|
| - | 161680/1139 | 1 |

| CLIENT DRAWING NUMBER: | REVISION No: |
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| BLA-LT360-NKT-CRTDC-LN-D-H-0020 | A |

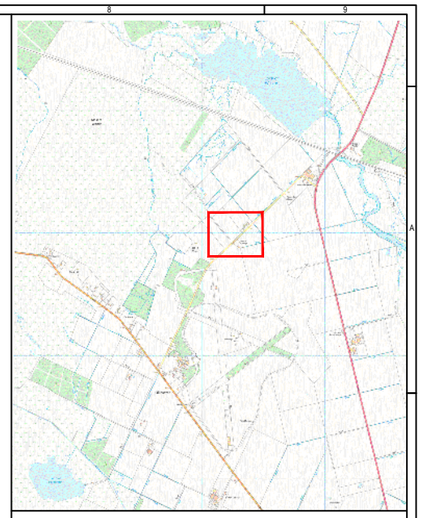
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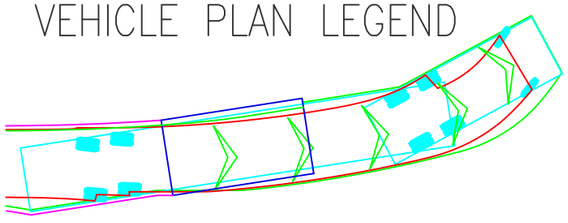

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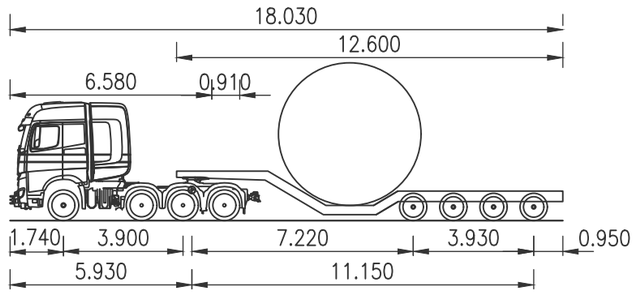
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



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BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




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| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| A | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

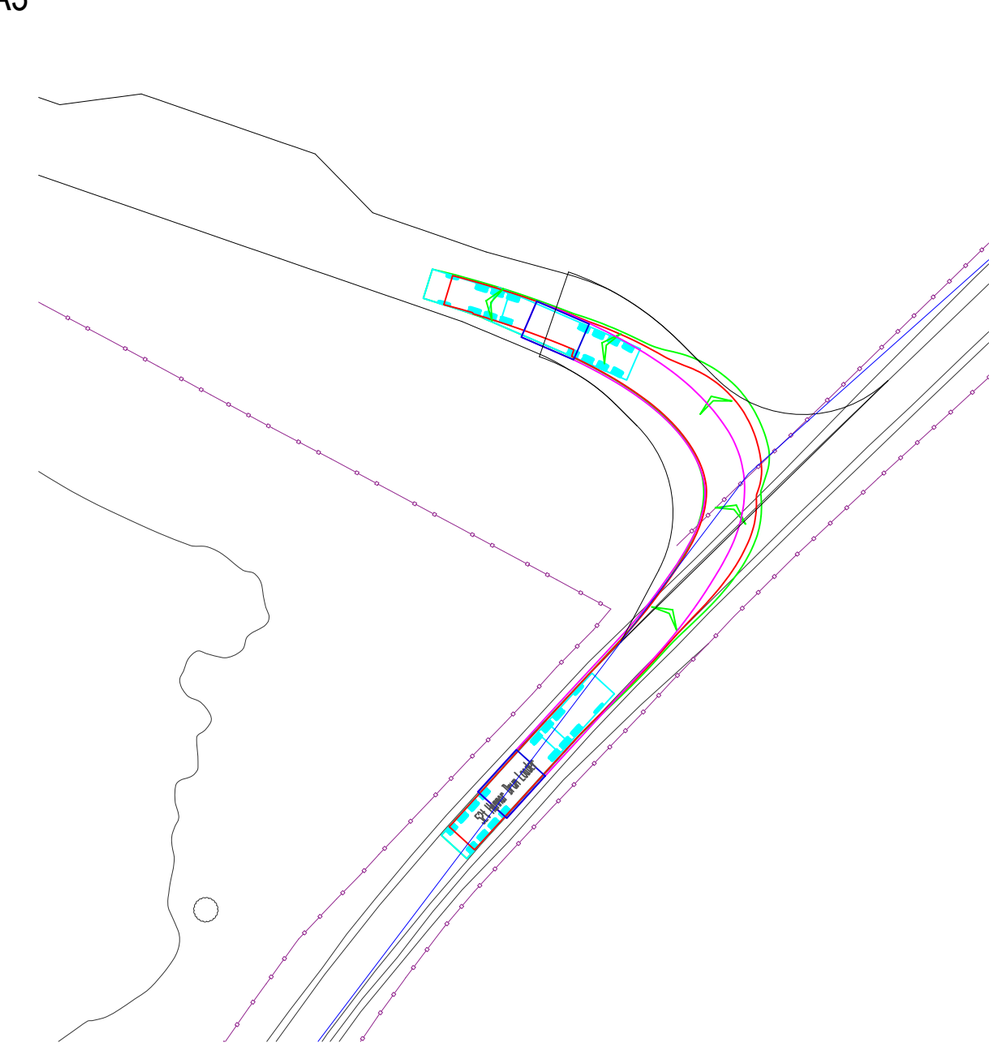
TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP04

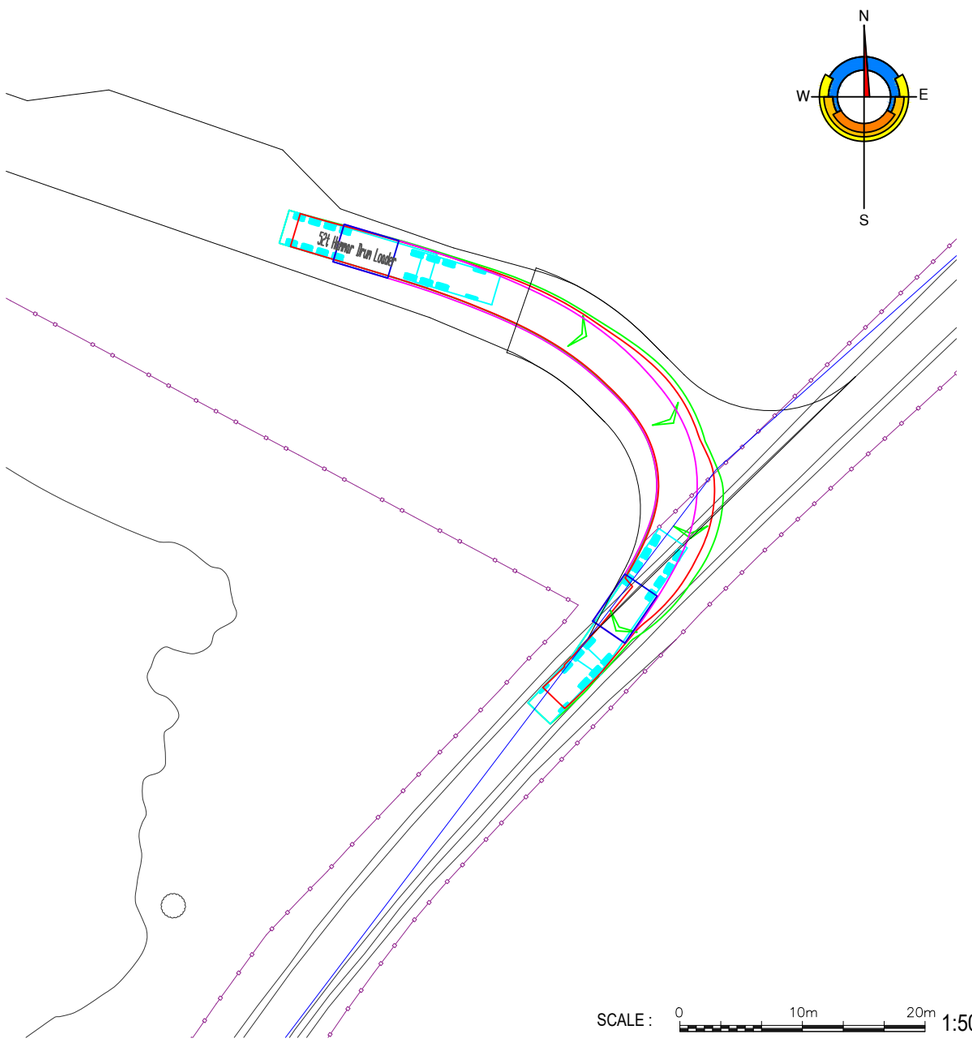
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| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 20/12/24 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| - | 161680/1140 | 1 |

| CLIENT DRAWING NUMBER: | REVISION No: |
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| BLA-LT360-NKT-CRTDC-LN-D-H-0021 | A |

A3

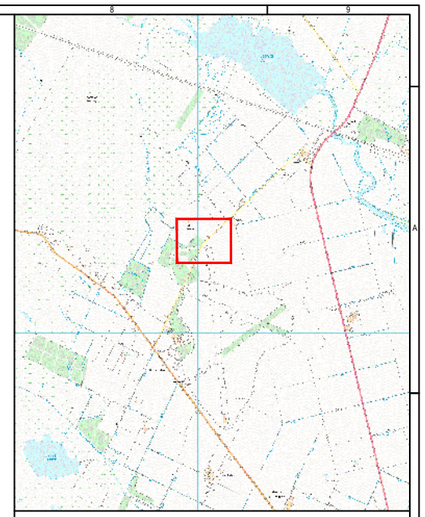






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KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| A | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks

TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP05

DRAWN BY: EJS | ENG CHECK: -

DESIGNER: GAV | COORDINATION: -

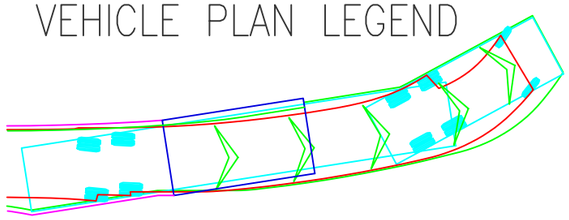
SCALE: 1:500 @ A3 | APPROVED: -

DATE OF FIRST ISSUE: 20/12/24 | SECURITY: -

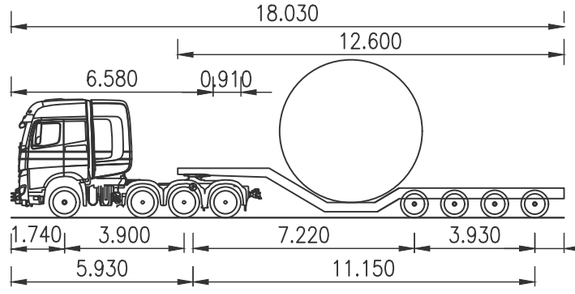
NKT DRAWING NUMBER: - | FAIRHURST DRAWING NUMBER: 161680/1141 | SHEET No: 1

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0022 | REVISION No: A

## VEHICLE PLAN LEGEND

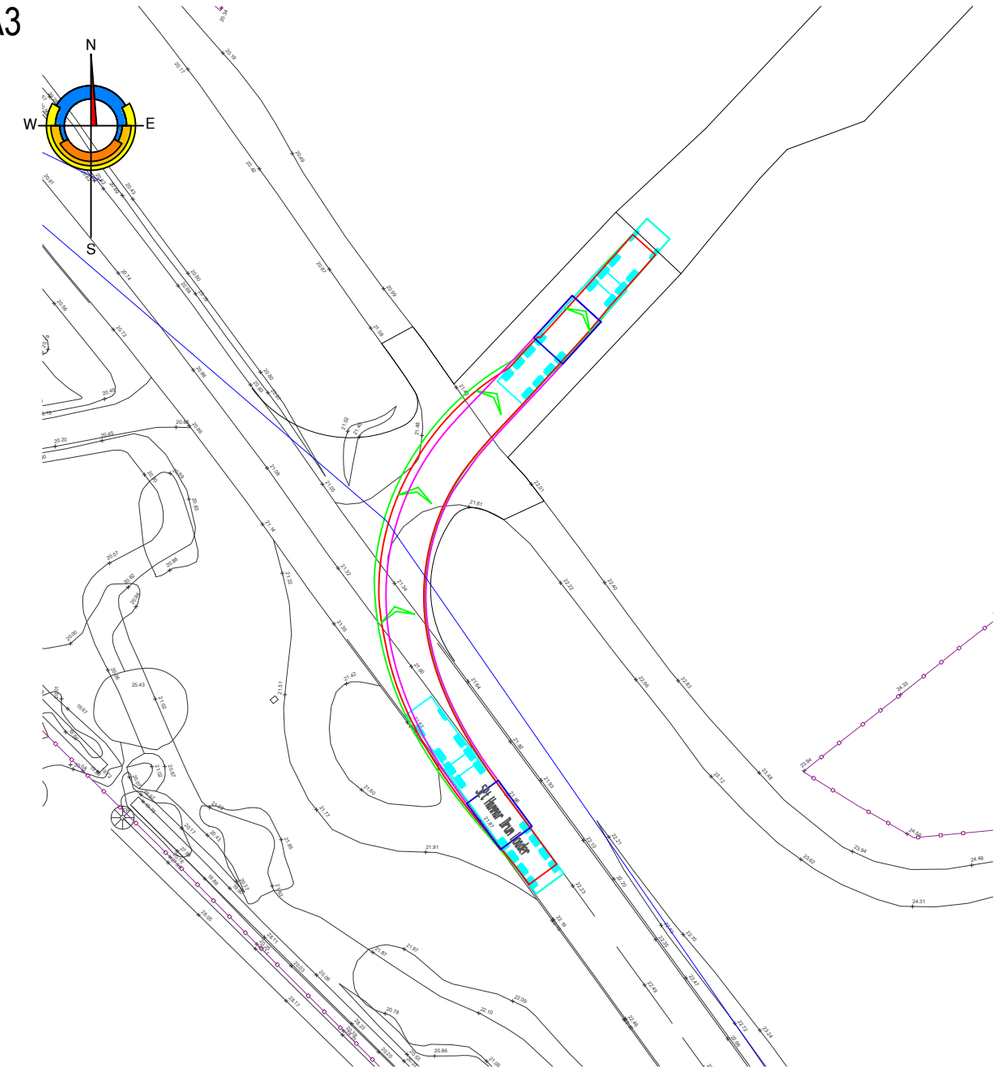


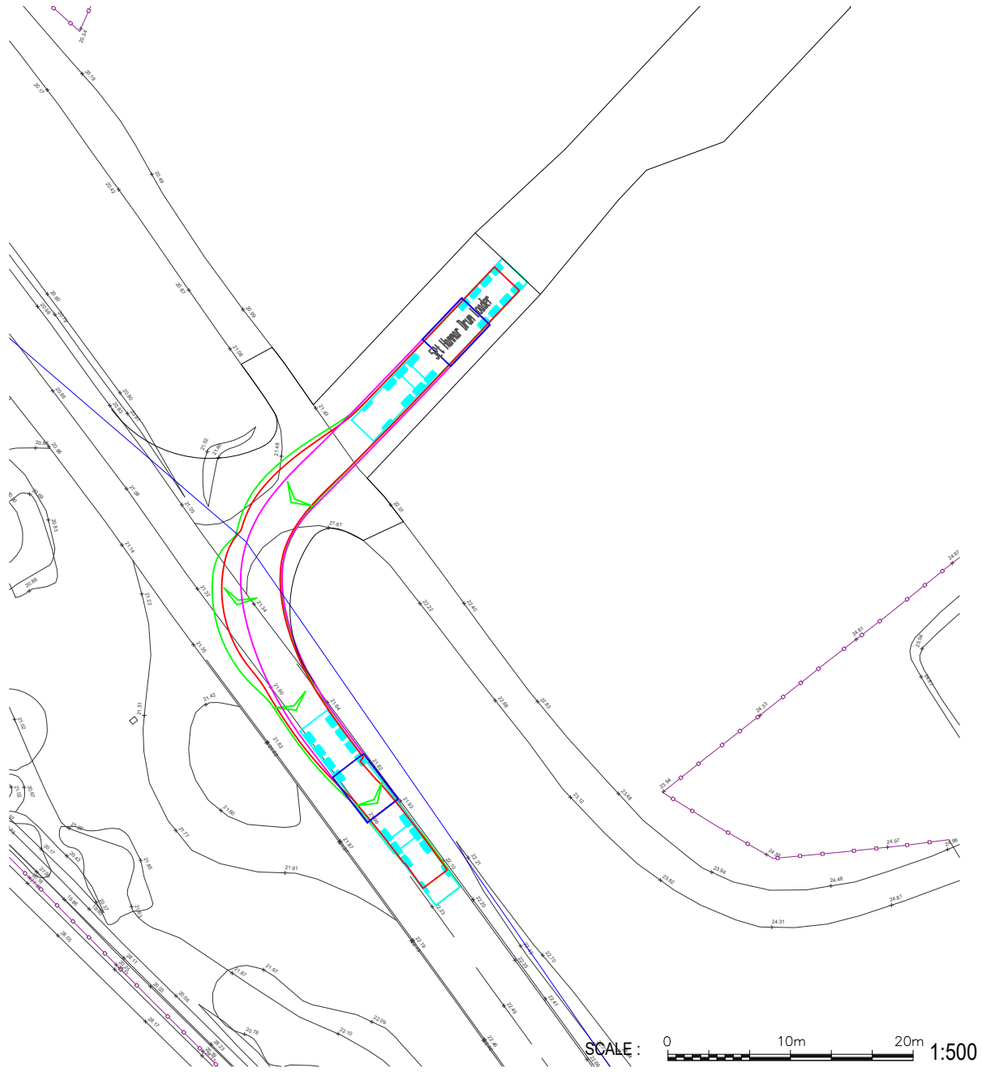
RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL



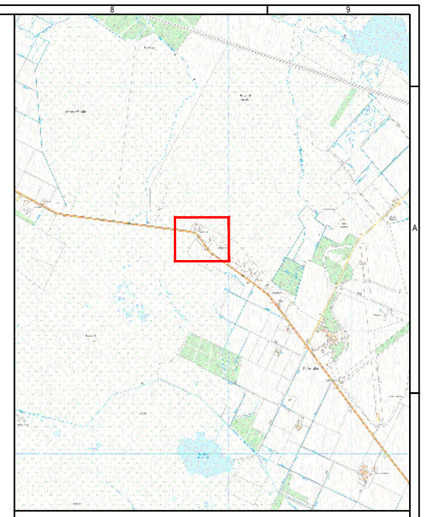

| | |
|---|---|
| 52T HAMMAR DRUM LOADER | |
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

A3



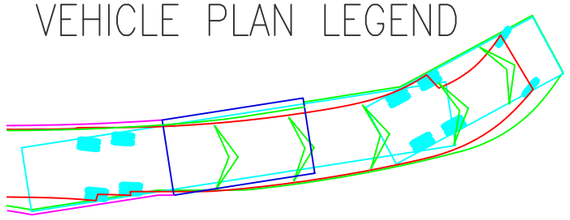

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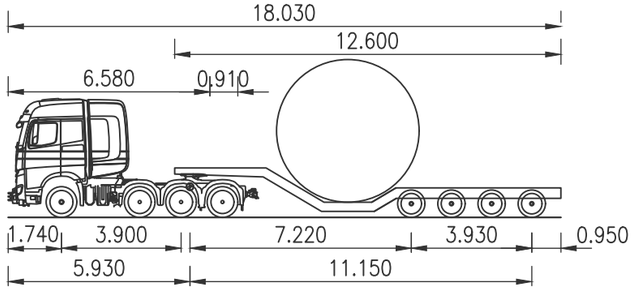
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 1 | 25.02.25 | EJS | GAV | MW | UPDATED TO SUIT REVISED CABLE DUCT LAYOUT AND HDD LOCATION |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP06

DRAWN BY: EJS | ENG CHECK: -

DESIGNER: GAV | COORDINATION: -

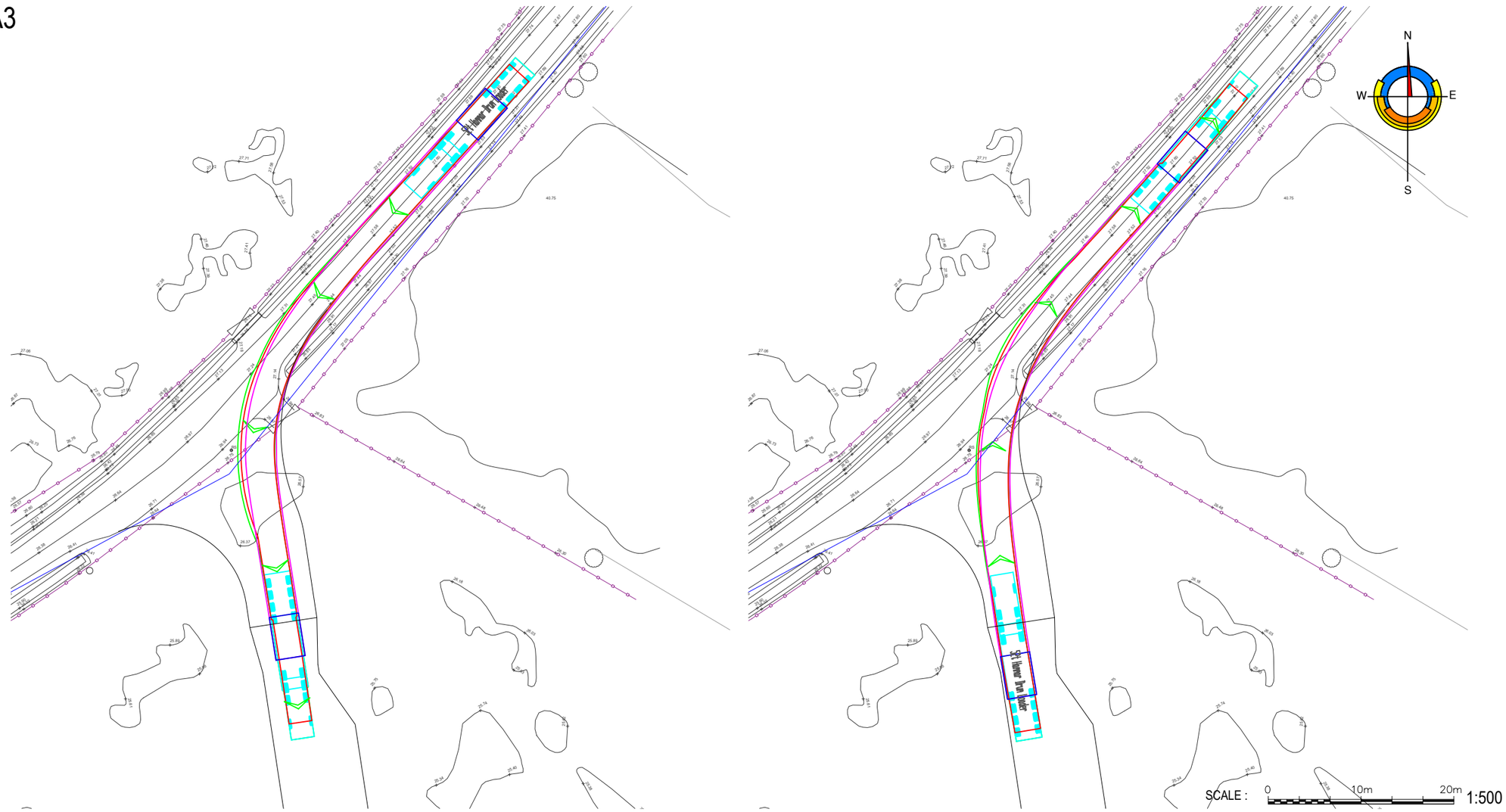
SCALE: 1:500 @ A3 | APPROVED: -

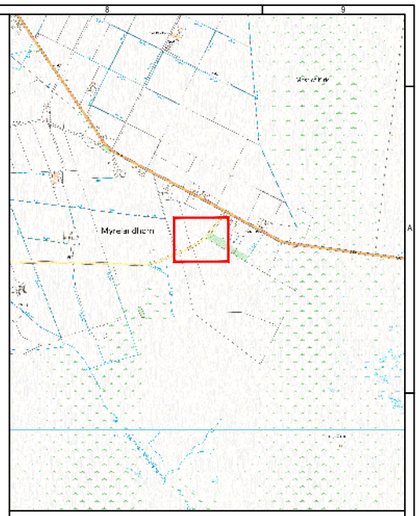
DATE OF FIRST ISSUE: 20/12/24 | SECURITY: -

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| - | 161680/1142 | 1 |

CLIENT DRAWING NUMBER: BSLA-LT360-NKT-CRTDC-LN-D-H-0023 | REVISION No: 1

A3

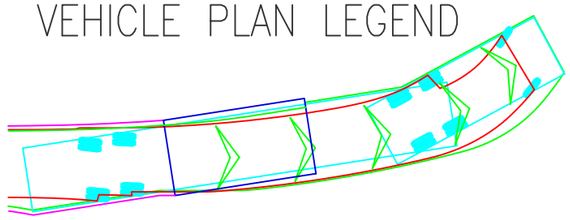


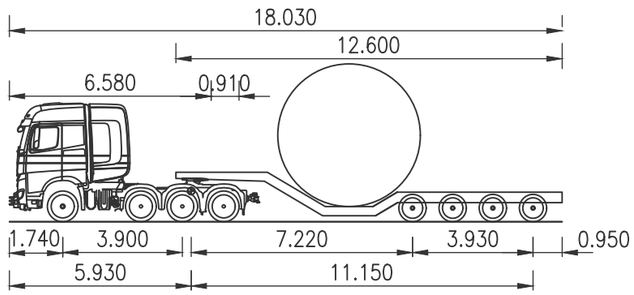

KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

# VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| - | - | - | - | - | - |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

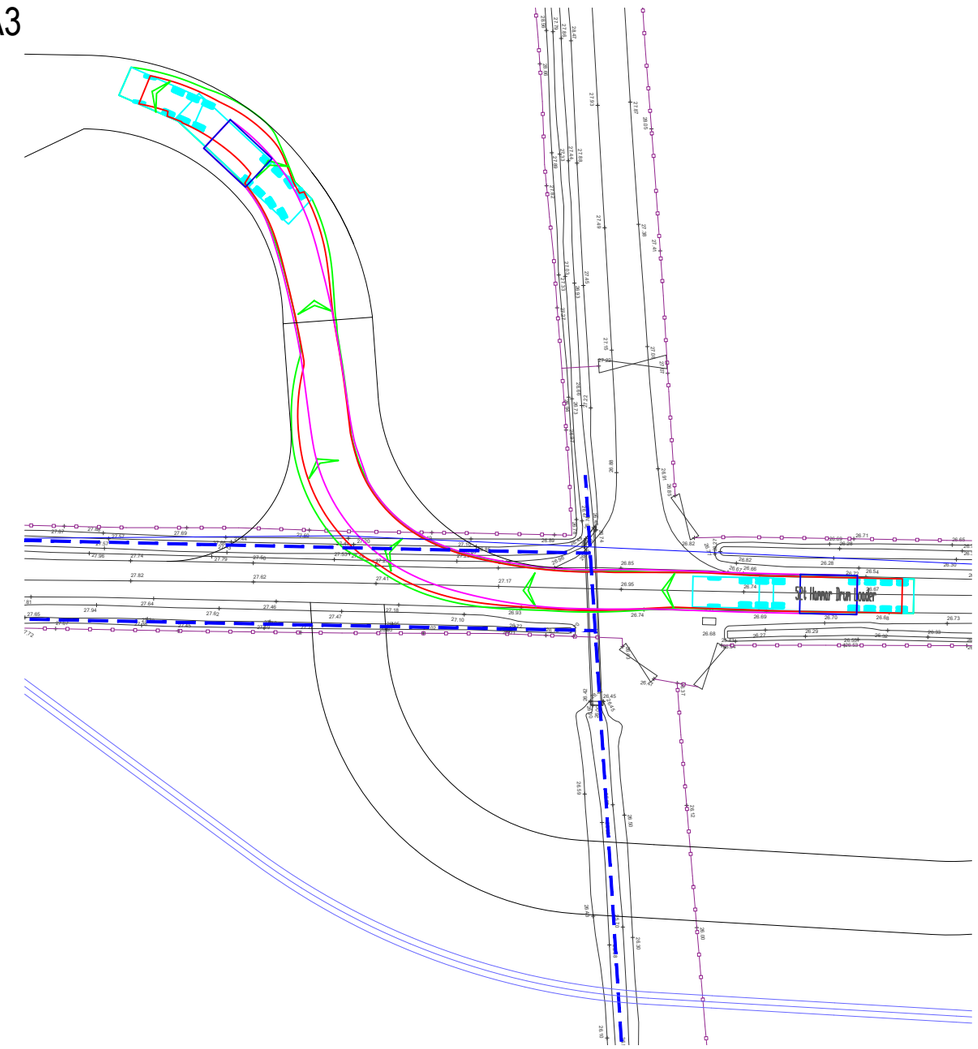
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| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP10 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

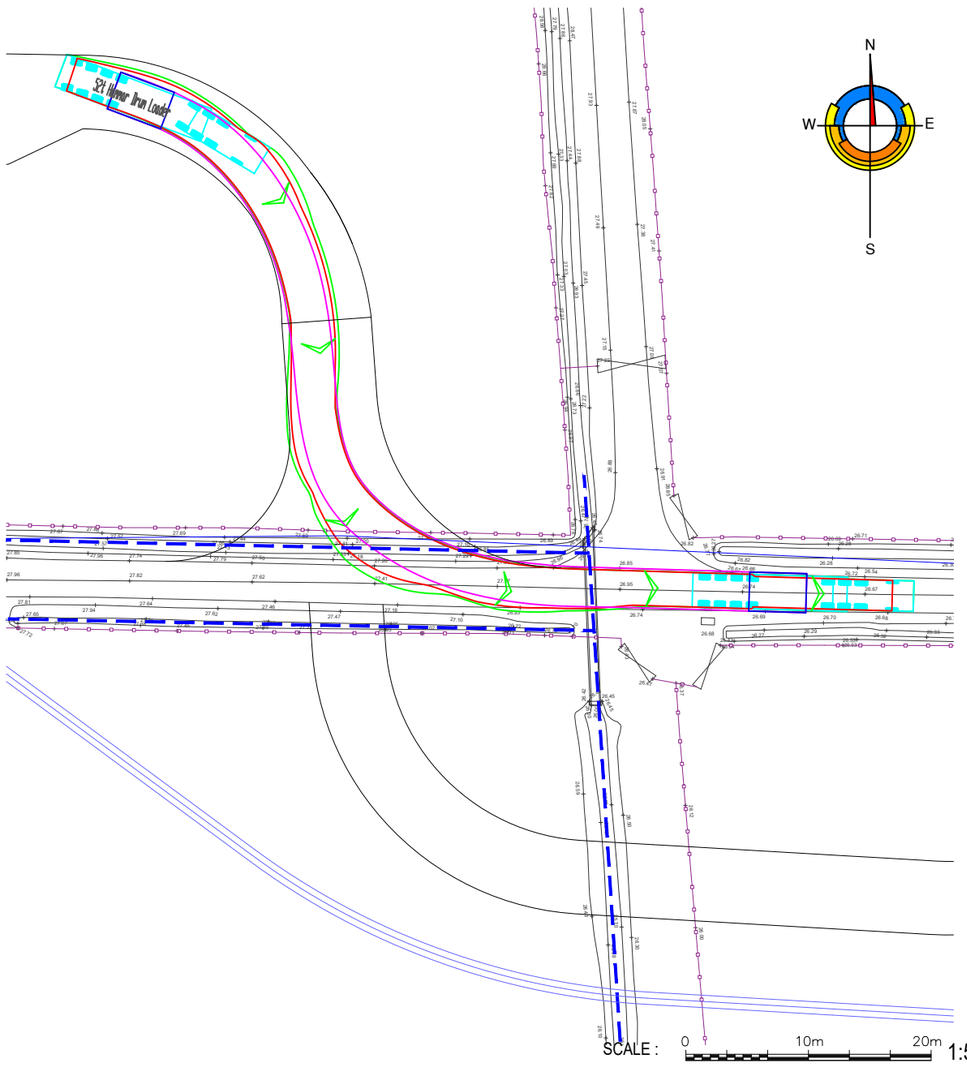
| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| - | 161680/1146 | 1 |

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0027

REVISION No: -

A3

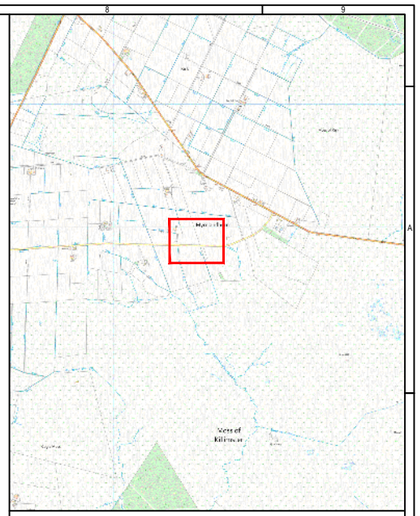






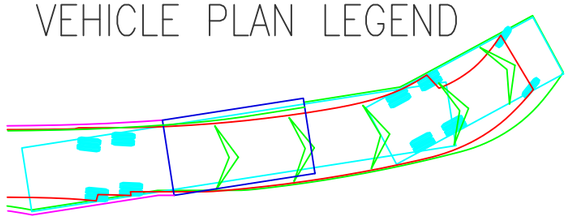
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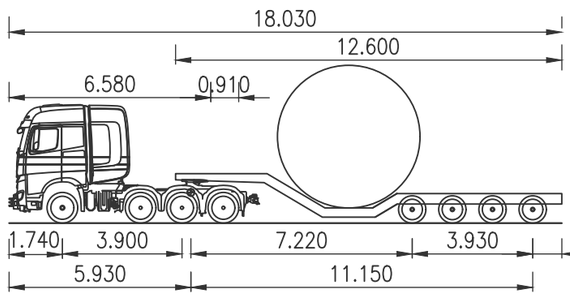
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
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STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

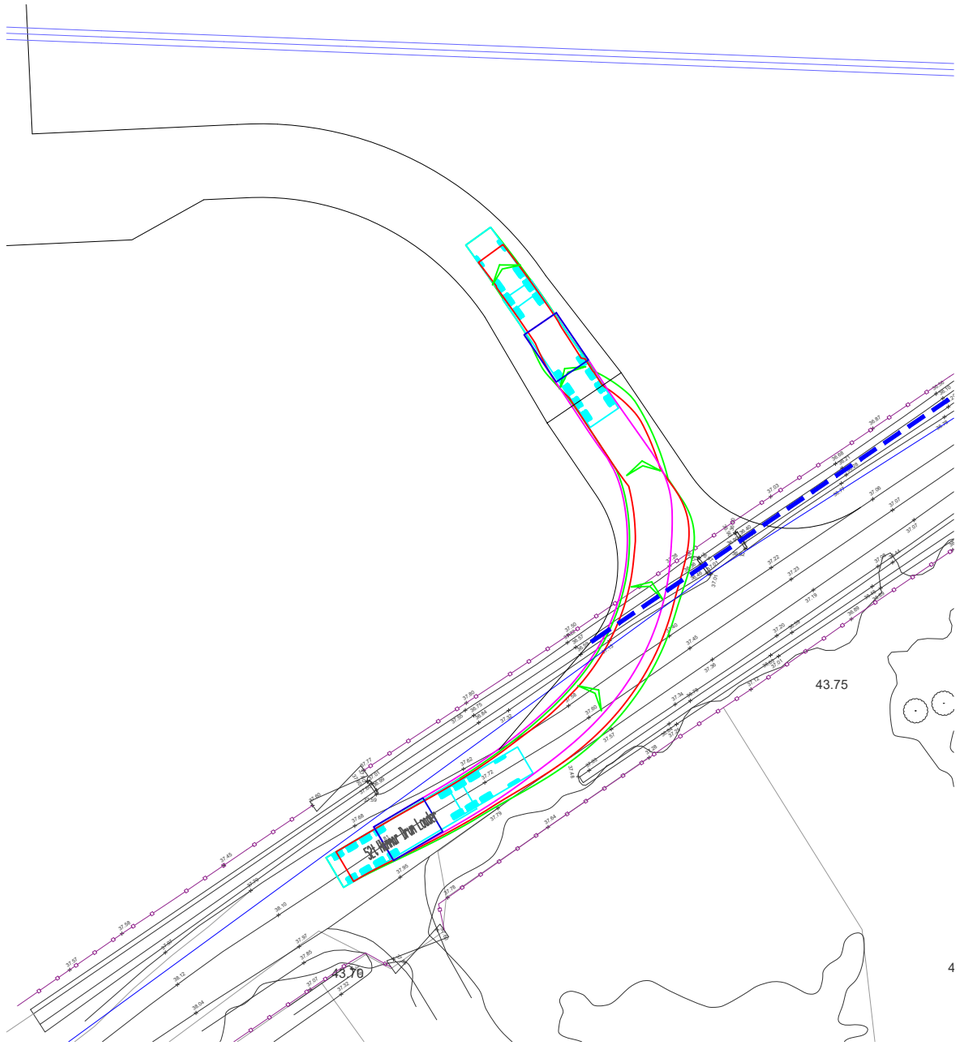
PROJECT: LT360 HVDC Spittal to Peterhead

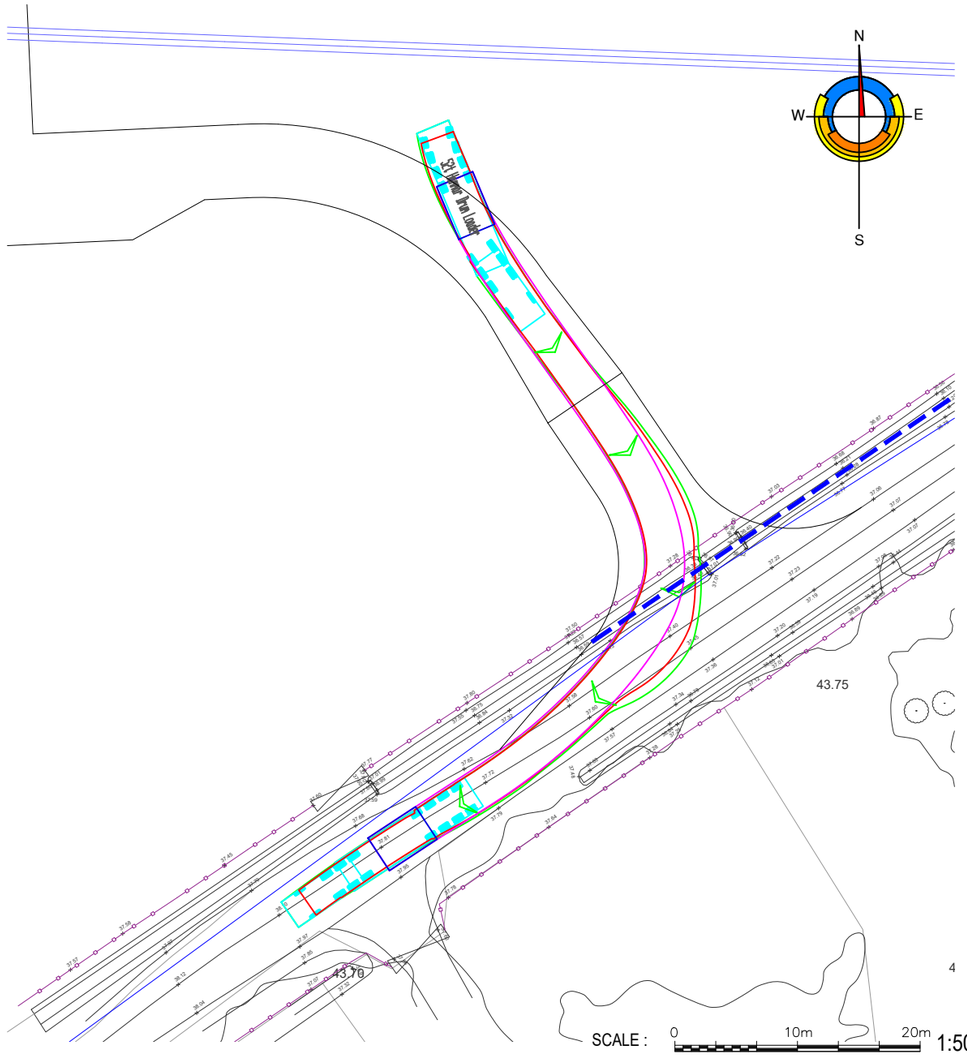
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|---|---|
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP11 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| - | 161680/1147 | 1 |

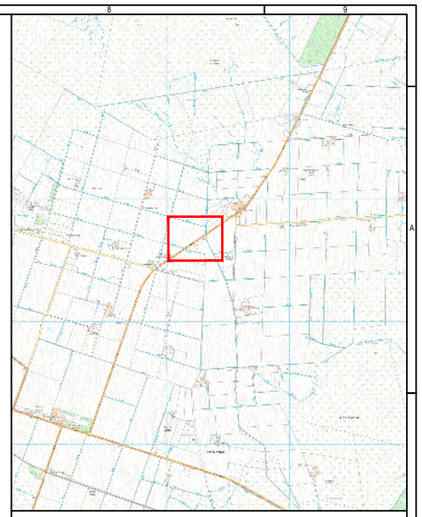
| CLIENT DRAWING NUMBER: | REVISION No: |
|---|---|
| BLA-LT360-NKT-CRTDC-LN-D-H-0028 | - |

A3



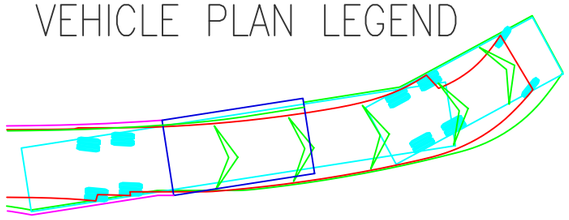

SCALE : 0 10m 20m 1:500



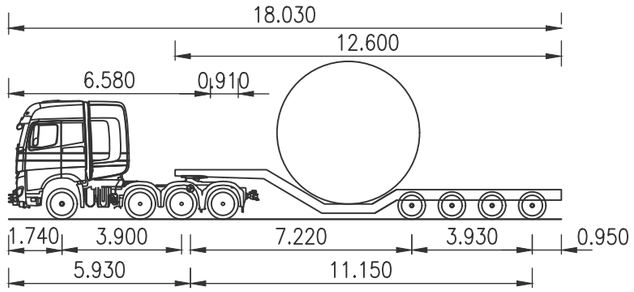
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| - | - | - | - | - | - |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP12

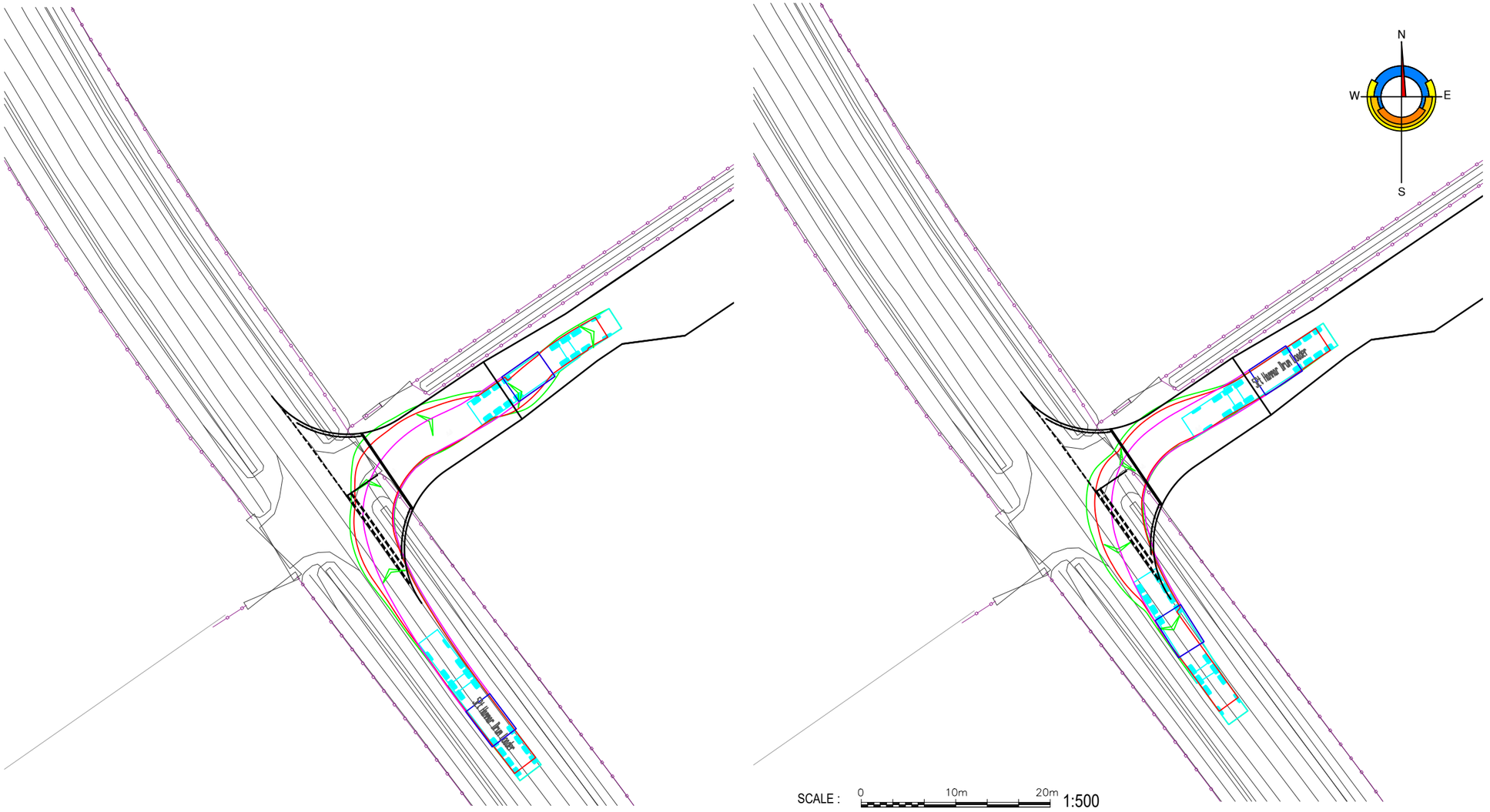
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|---|---|
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

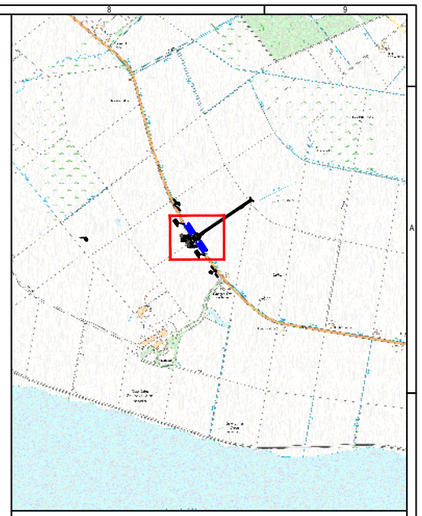
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| - | 161680/1148 | 1 |

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0029

REVISION No: -

A3

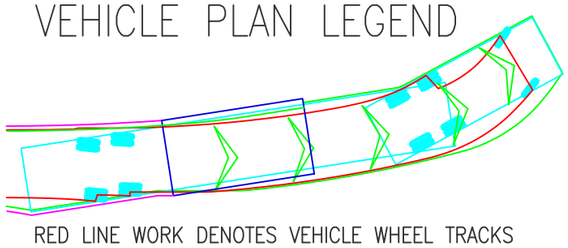


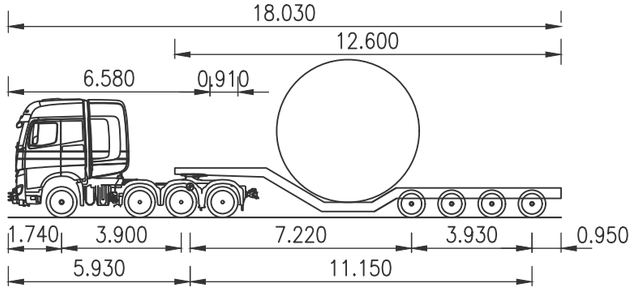
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 0 | 25/07/25 | ACM | GAV | GAV | FIRST ISSUE |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

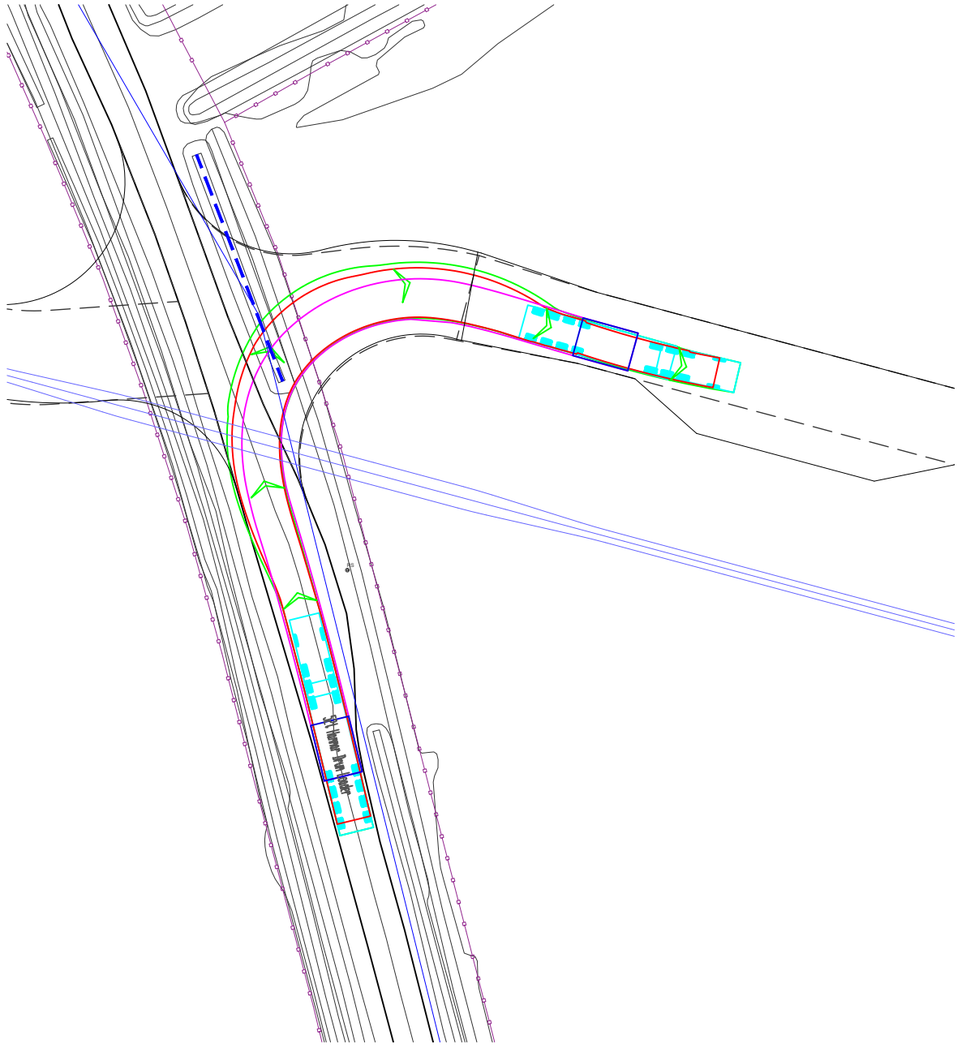
Scottish & Southern Electricity Networks
TRANSMISSION

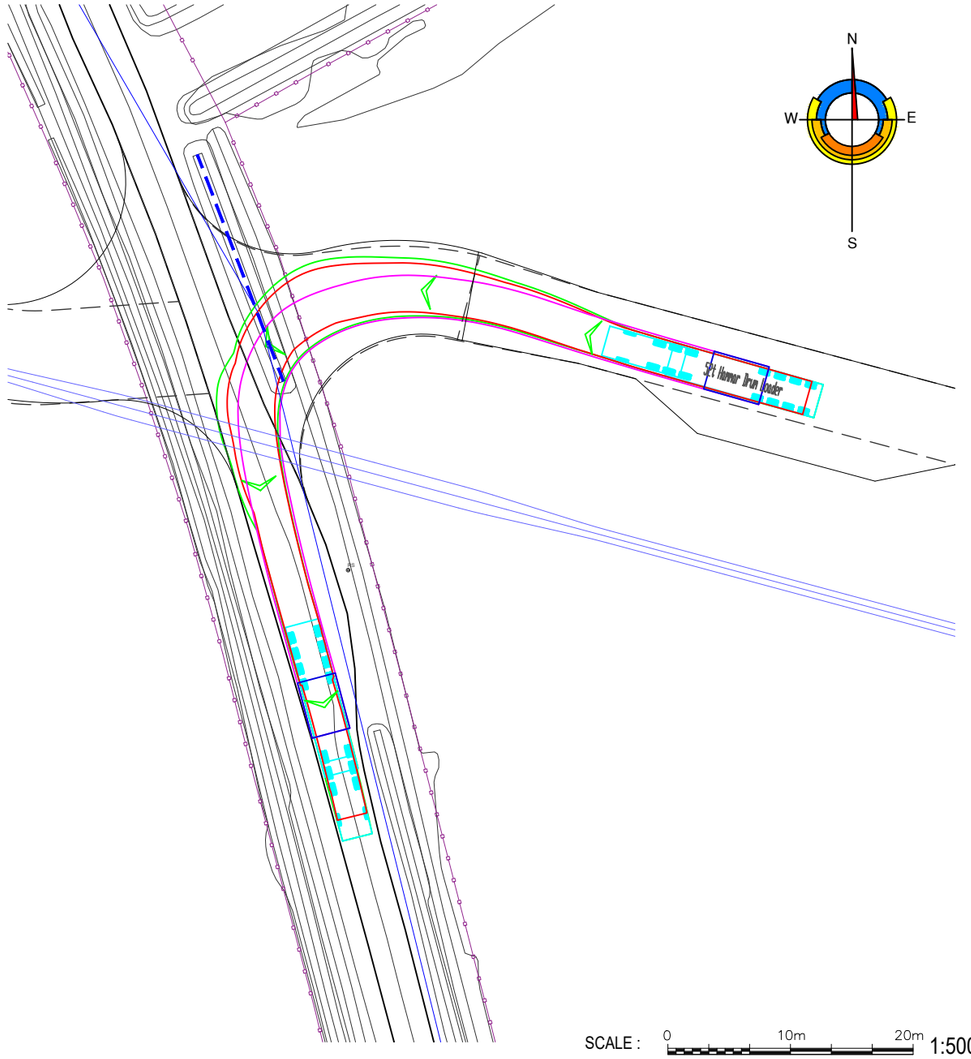
PROJECT: LT360 HVDC Spittal to Peterhead

| | |
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| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP13 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| - | 161680/1149 | 1 |
| CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0030 | | REVISION No: 0 |

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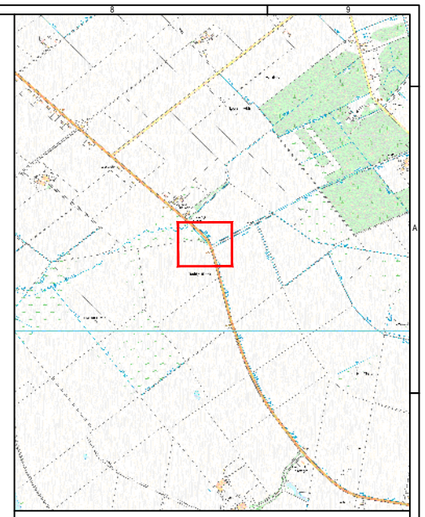






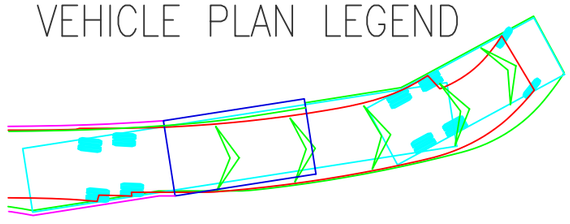
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KEY PLAN 1:50,000

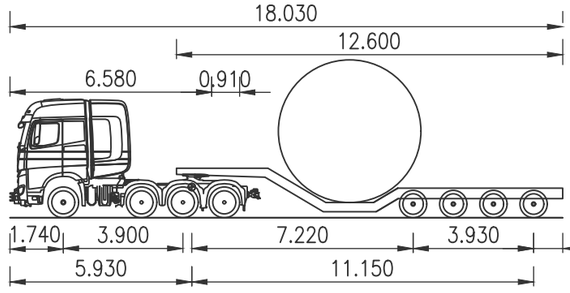
SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL

SCALE : 0 4m 8m 1:200




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 1 | 04.08.25 | EJS | GAV | GAV | SCALE BAR ADDED |
| 0 | 25.02.25 | EJS | GAV | GAV | FIRST ISSUE |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP14

DRAWN BY: EJS | ENG CHECK: -

DESIGNER: GAV | COORDINATION: -

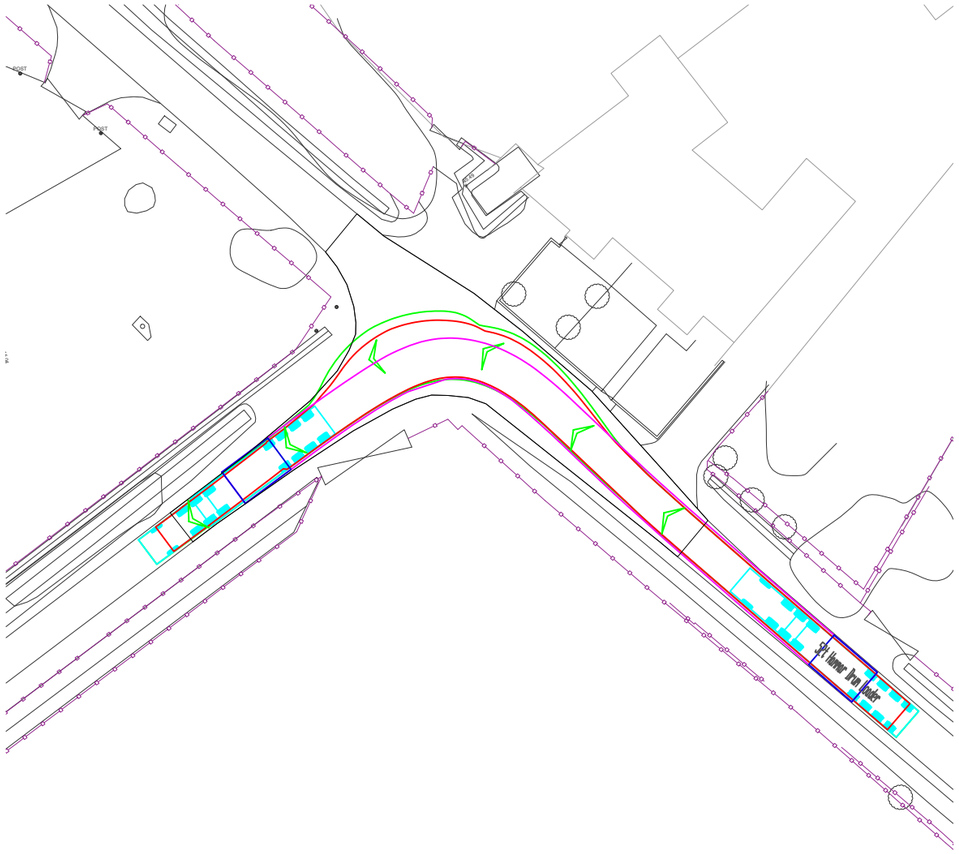
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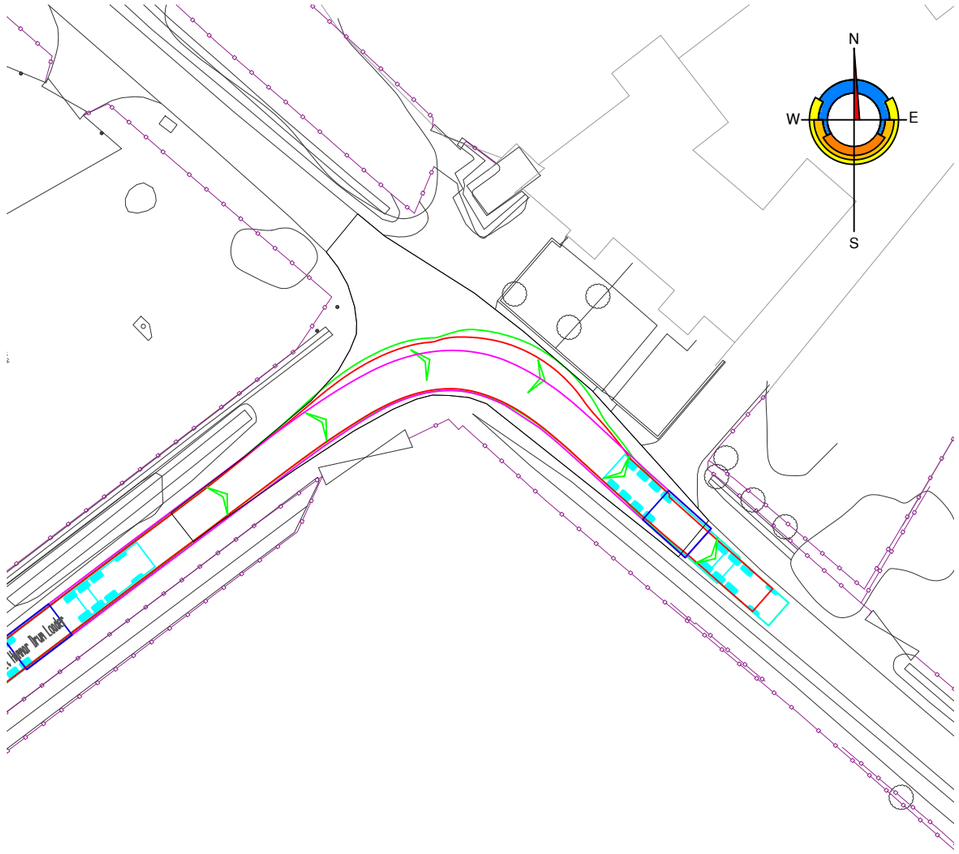
DATE OF FIRST ISSUE: 25/02/25 | SECURITY: -

NKT DRAWING NUMBER: - | FAIRHURST DRAWING NUMBER: 161680/1150 | SHEET No: 1

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0031 | REVISION No: 1

A3

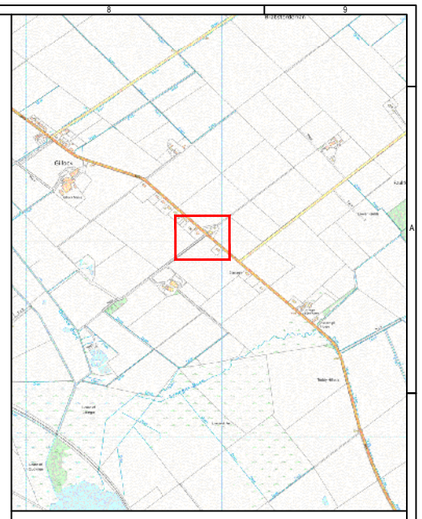






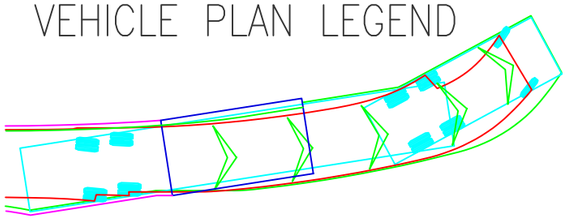
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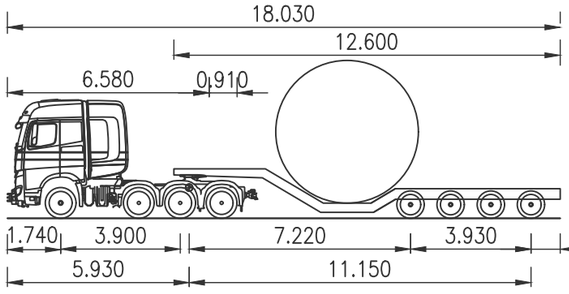
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
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STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

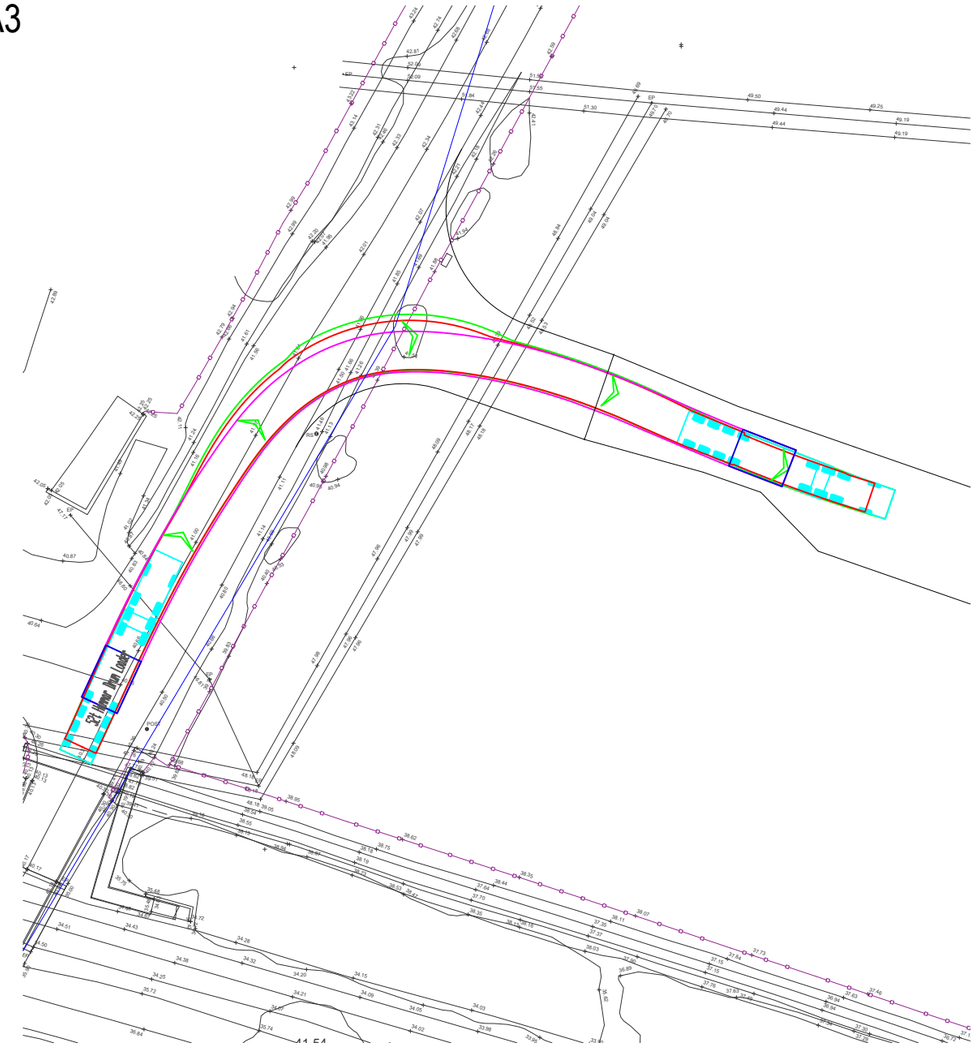
PROJECT: LT360 HVDC Spittal to Peterhead

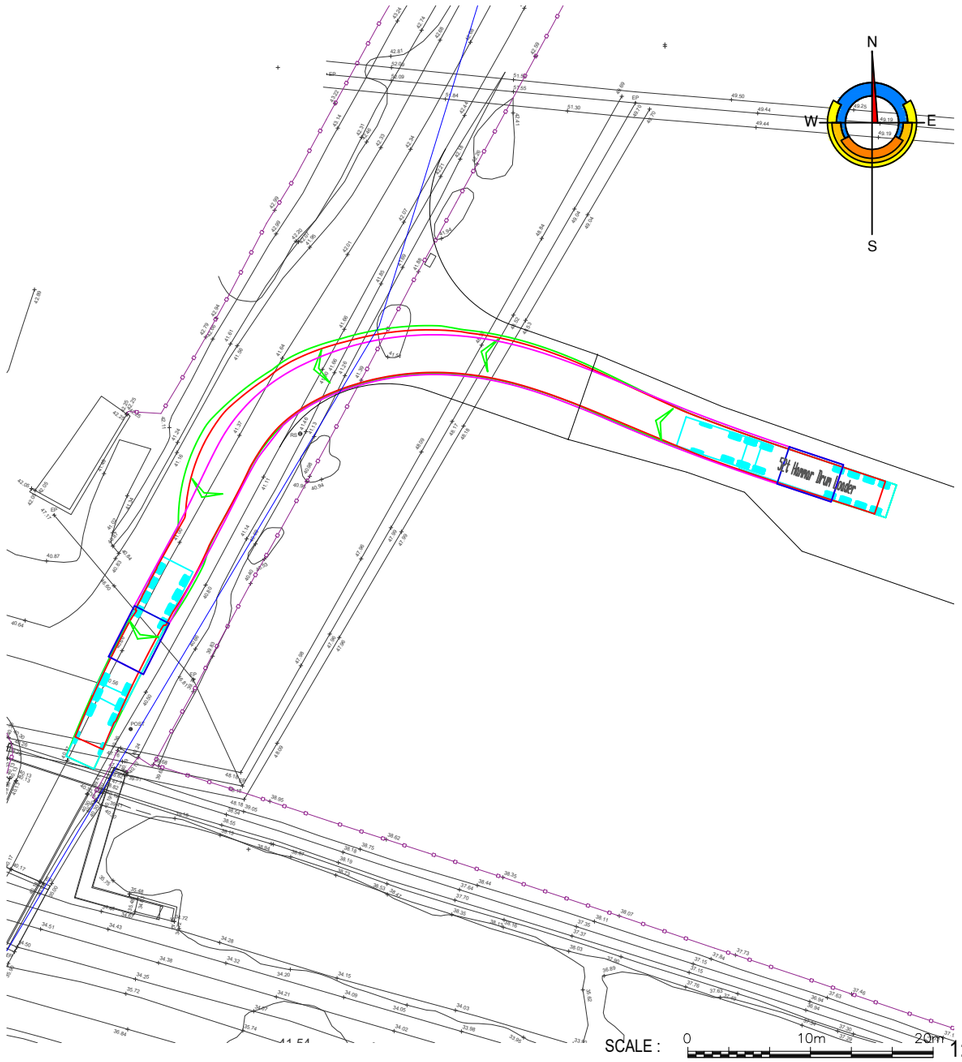
| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
|---|---|
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP15 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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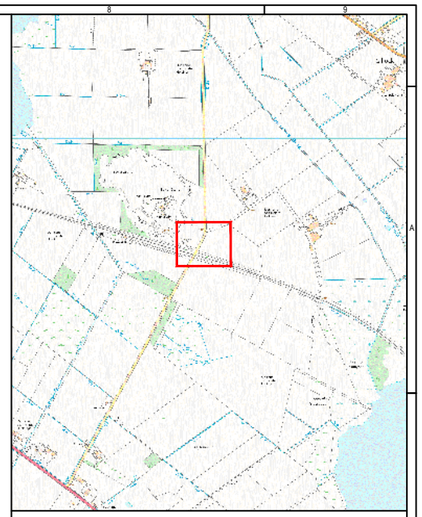
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A3



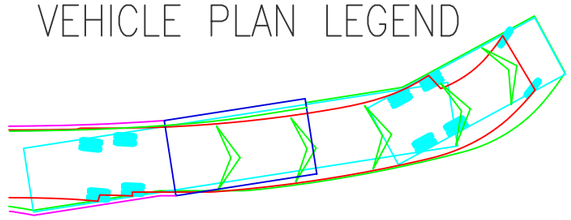

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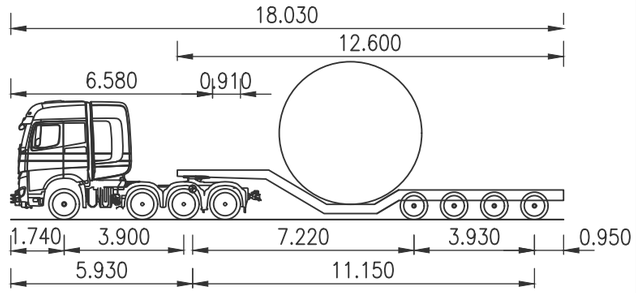
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

# VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
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STATUS: -

CONTRACTOR:

NKT

FAIRHURST

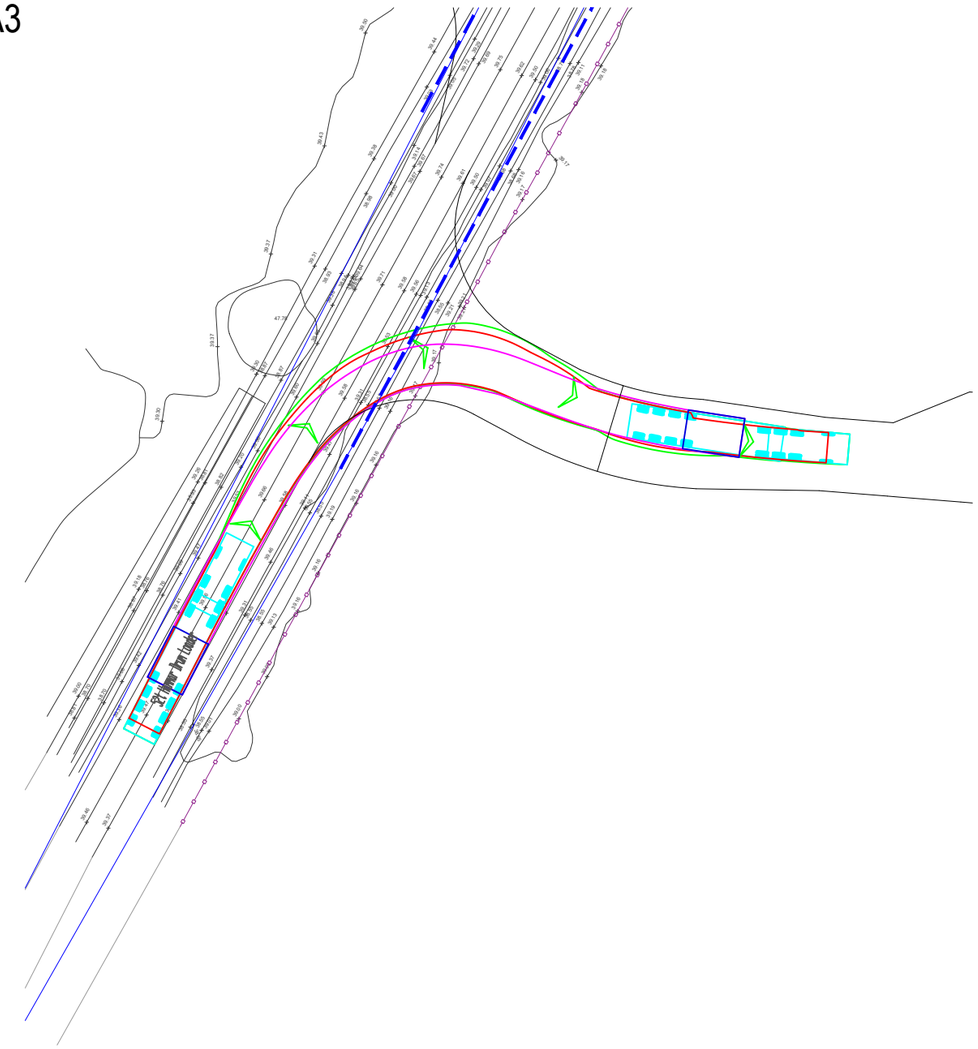
Scottish & Southern Electricity Networks
TRANSMISSION

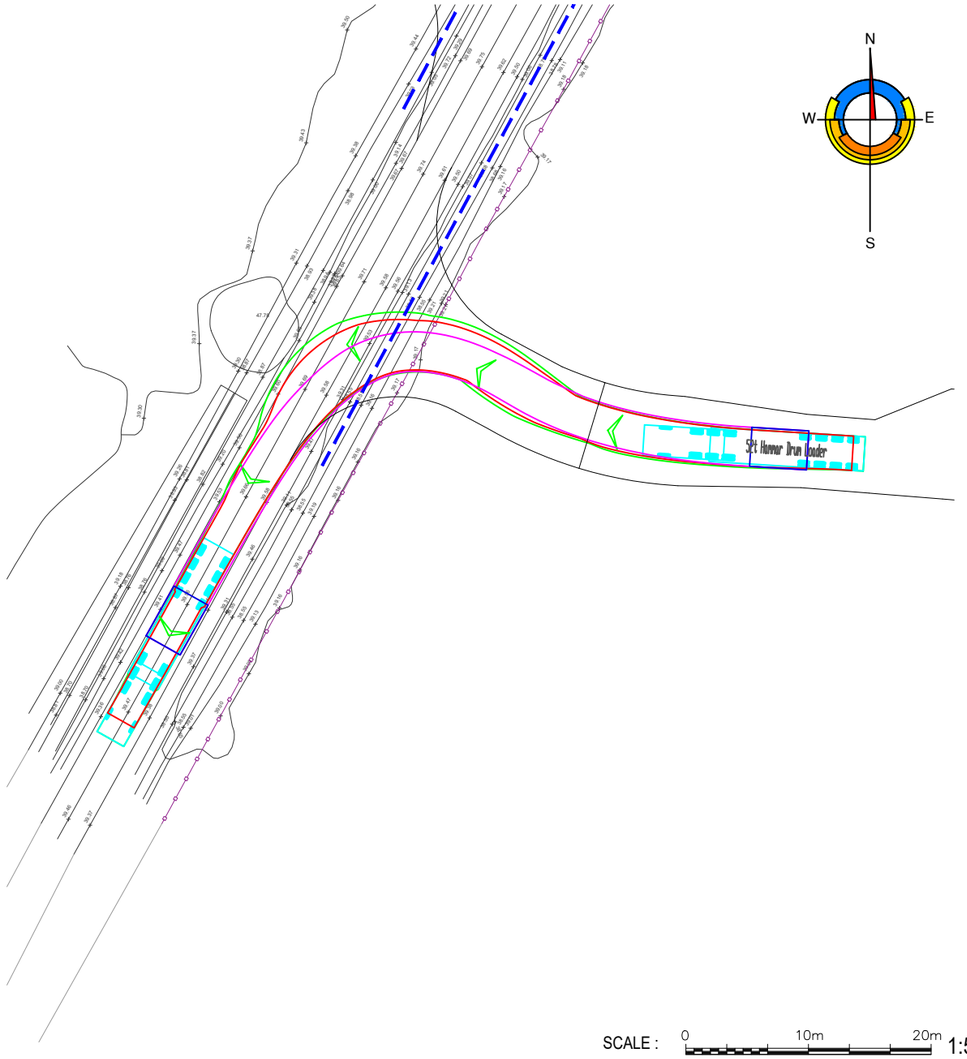
PROJECT: LT360 HVDC Spittal to Peterhead

| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
|---|---|
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP16 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| - | 161680/1152 | 1 |
| CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0033 | | REVISION No: - |

A3



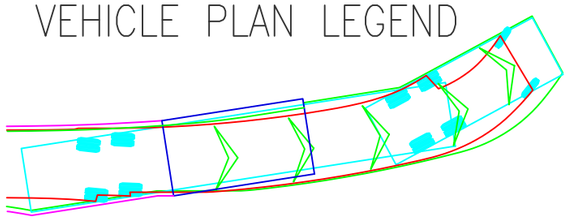





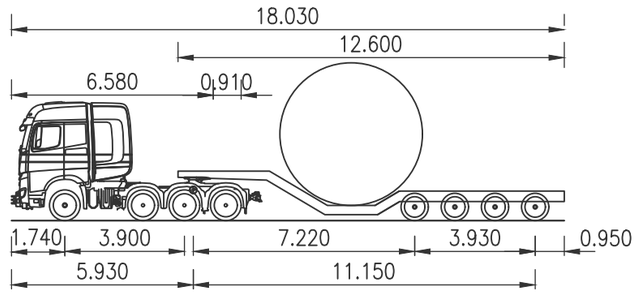


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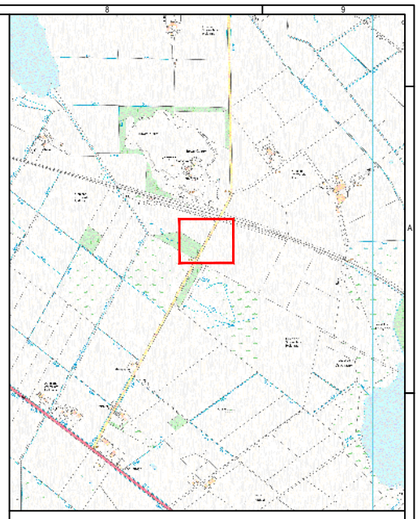
## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |



KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| - | - | - | - | - | - |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
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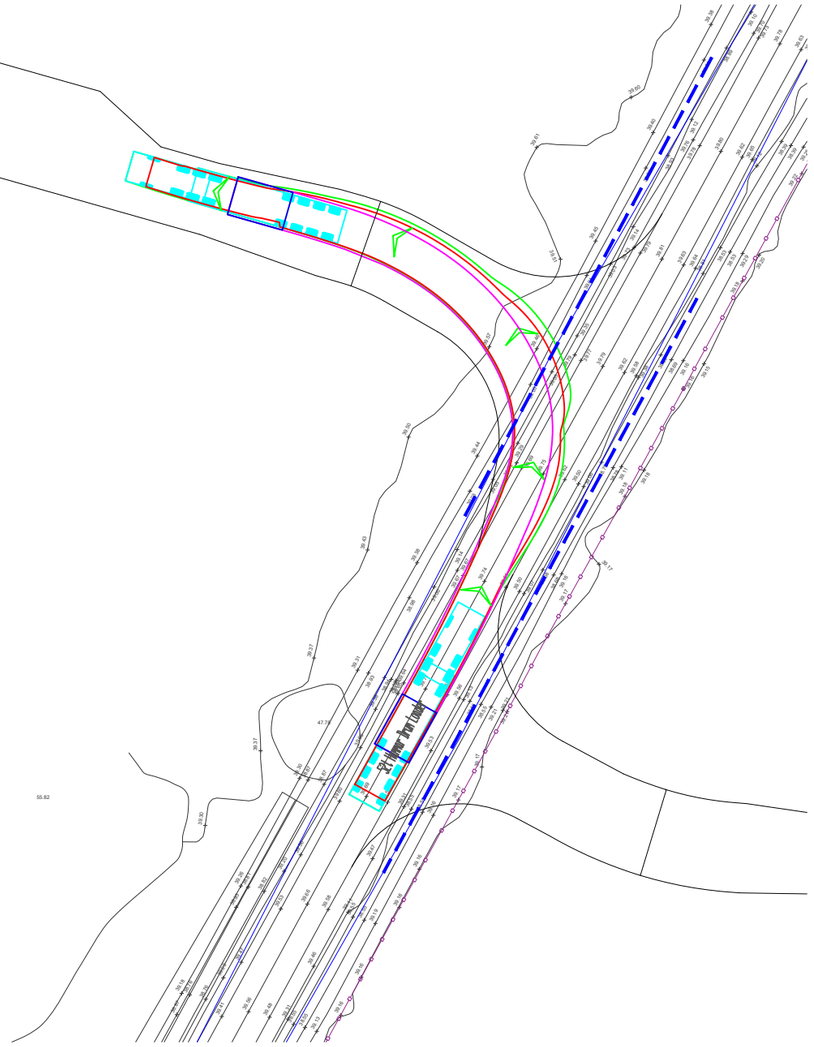
TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP17

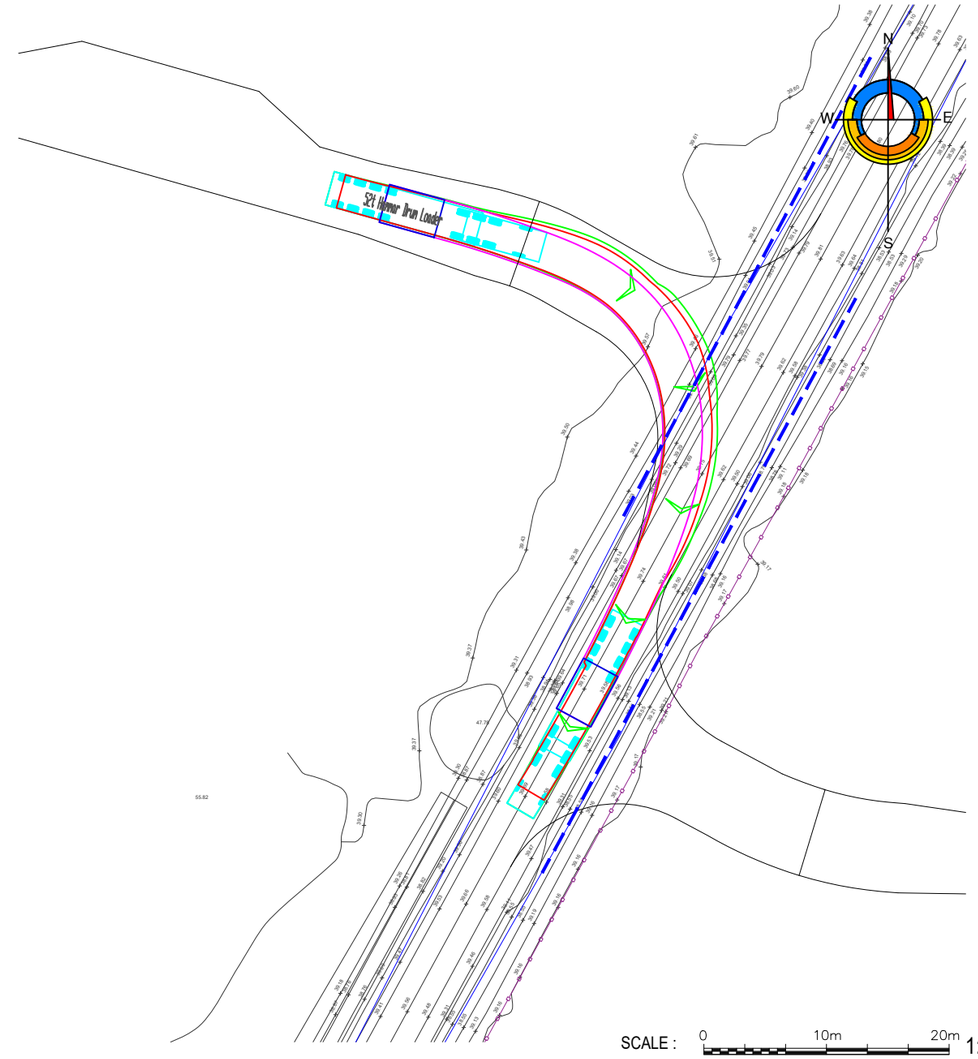
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| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| - | 161680/1153 | 1 |

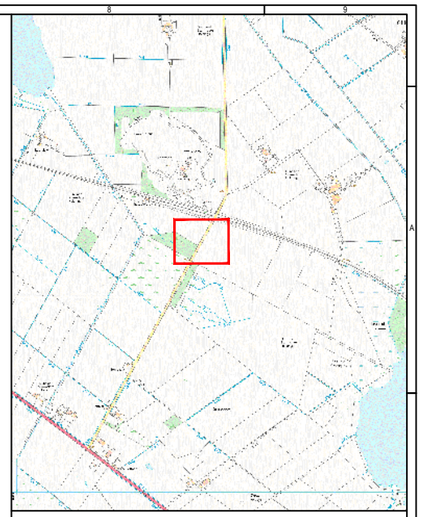
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A3



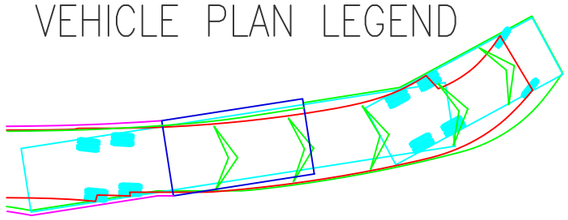

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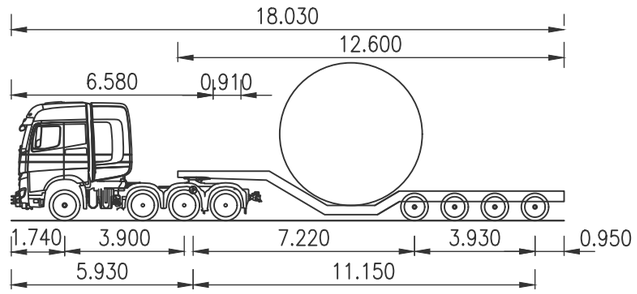
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
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STATUS: -

CONTRACTOR:

NKT

FAIRHURST

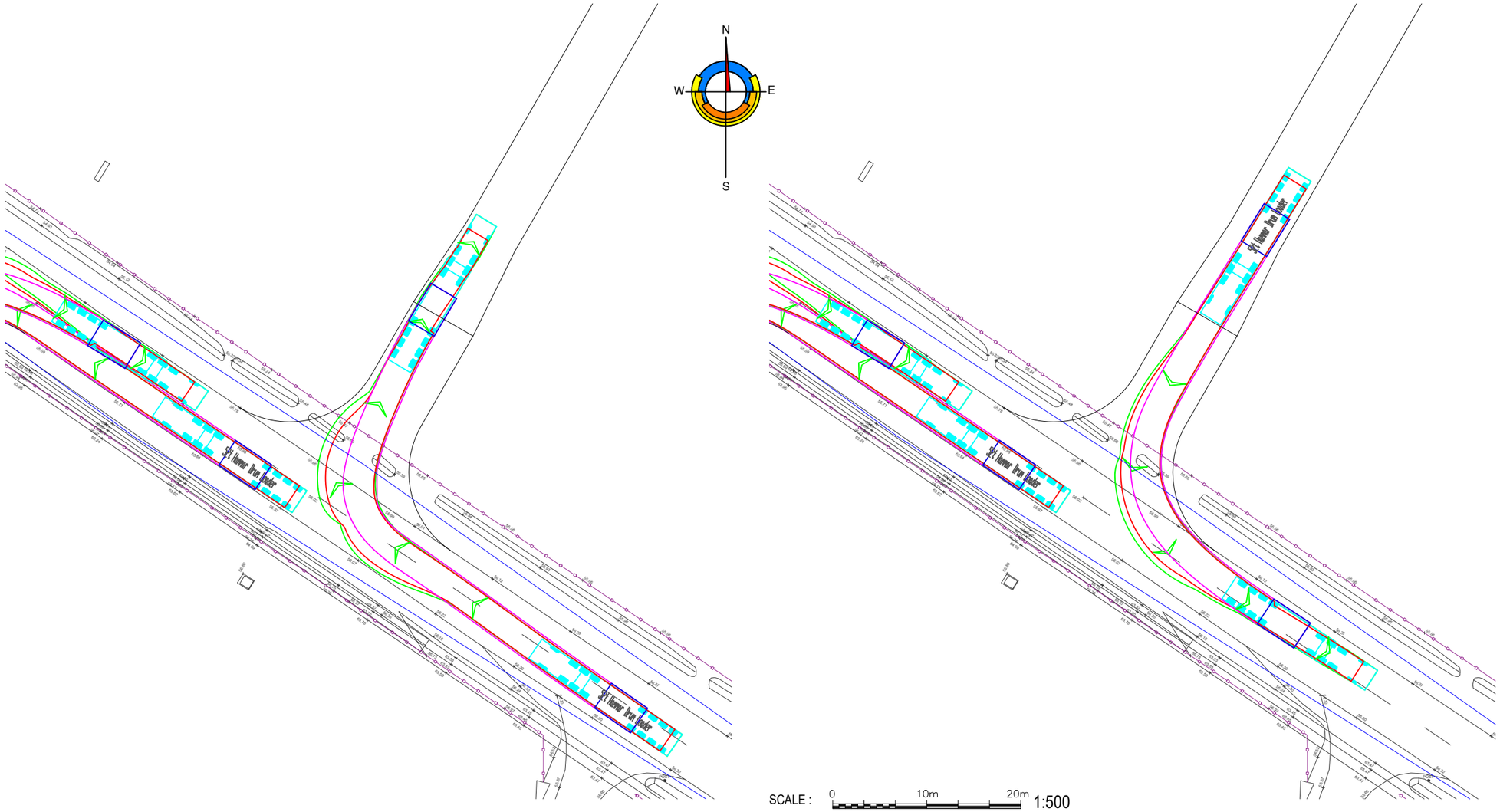
Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

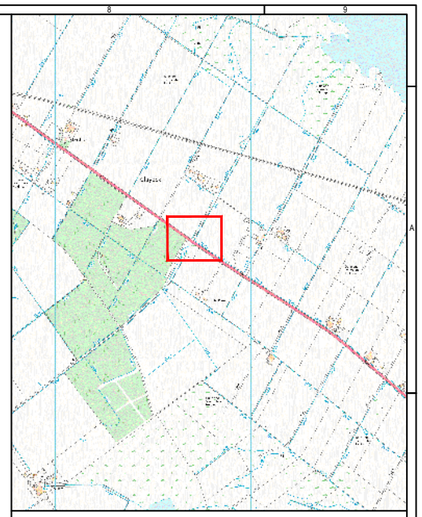
| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
|---|---|
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP18 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| - | 161680/1154 | 1 |
| CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0035 | | REVISION No: - |

A3



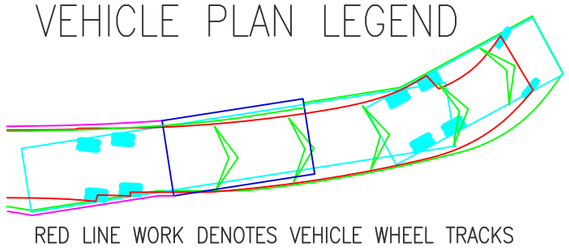

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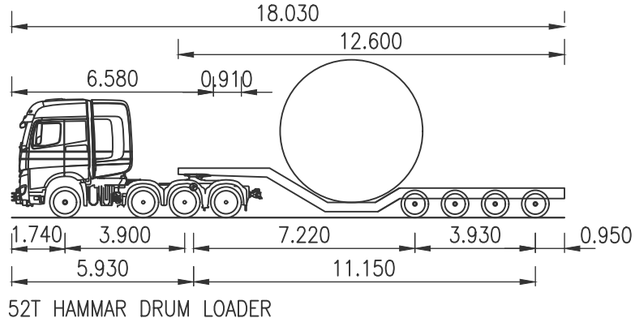
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| - | - | - | - | - | - |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

PROJECT NUMBER: G24005 | LOCATION: Scotland UK

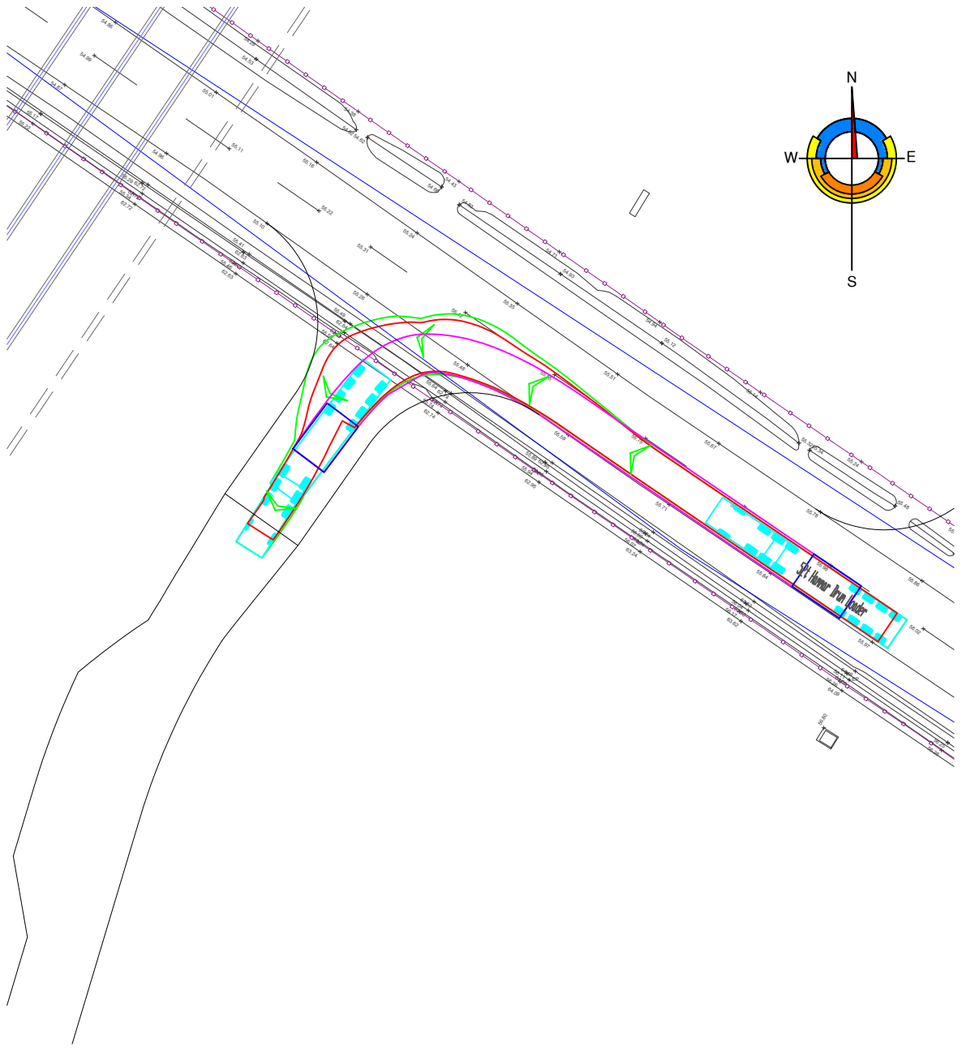
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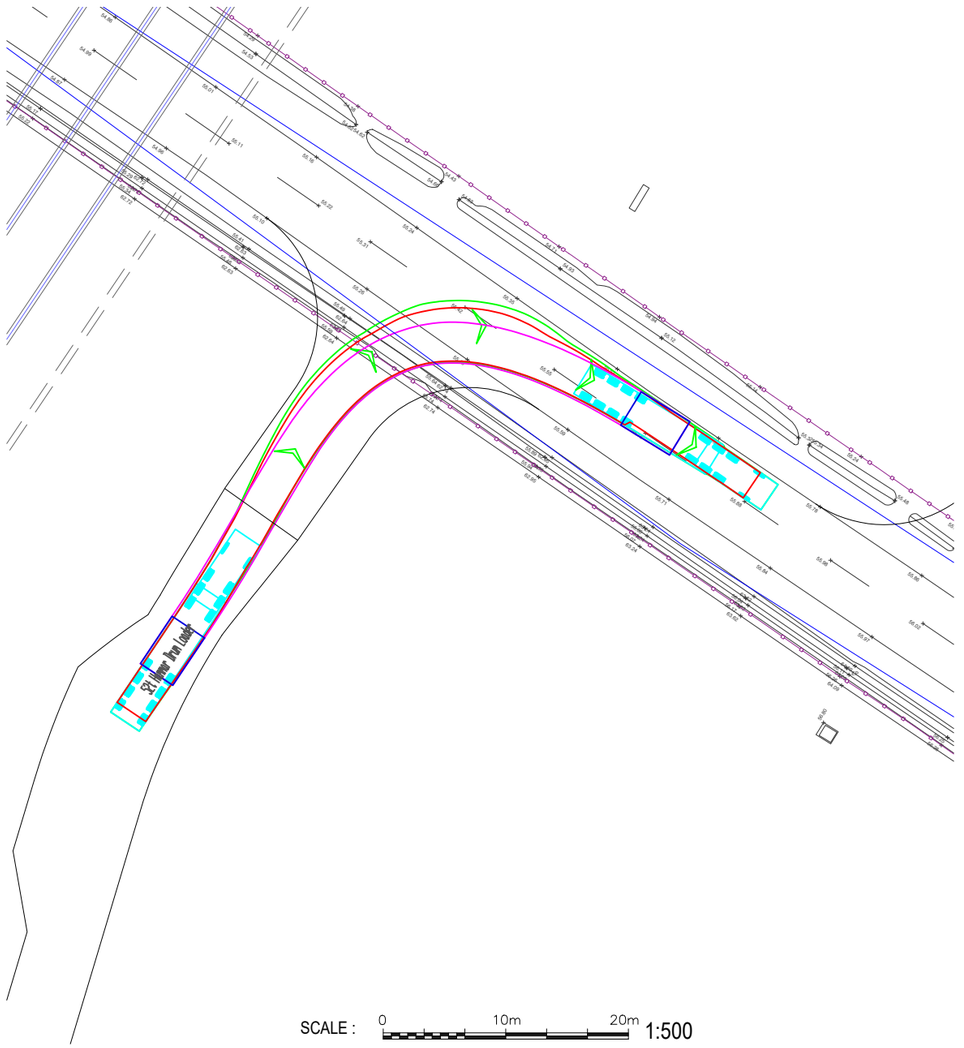
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| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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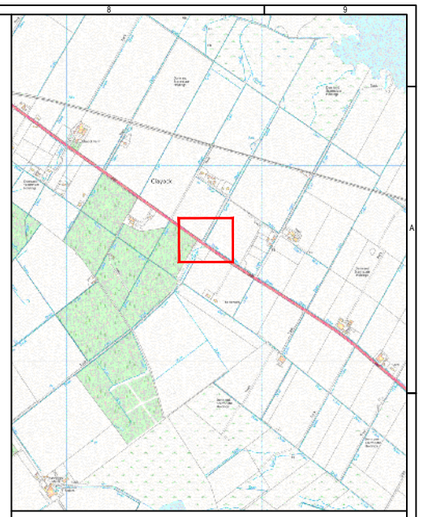
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A3



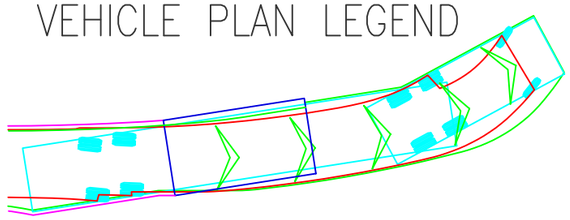

SCALE : 0 10m 20m 1:500



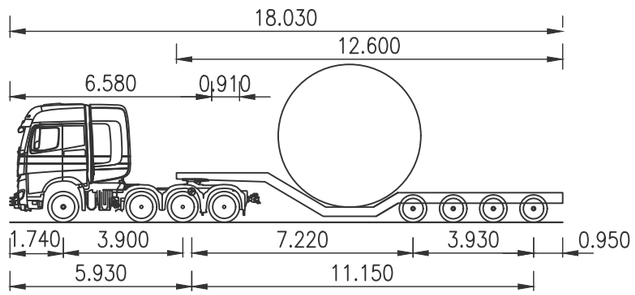
KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| - | - | - | - | - | - |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

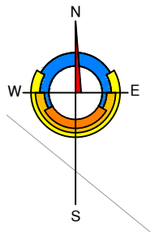
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| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP20 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 25/02/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
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| - | 161680/1156 | 1 |

CLIENT DRAWING NUMBER: BLA-LT360-NKT-CRTDC-LN-D-H-0037

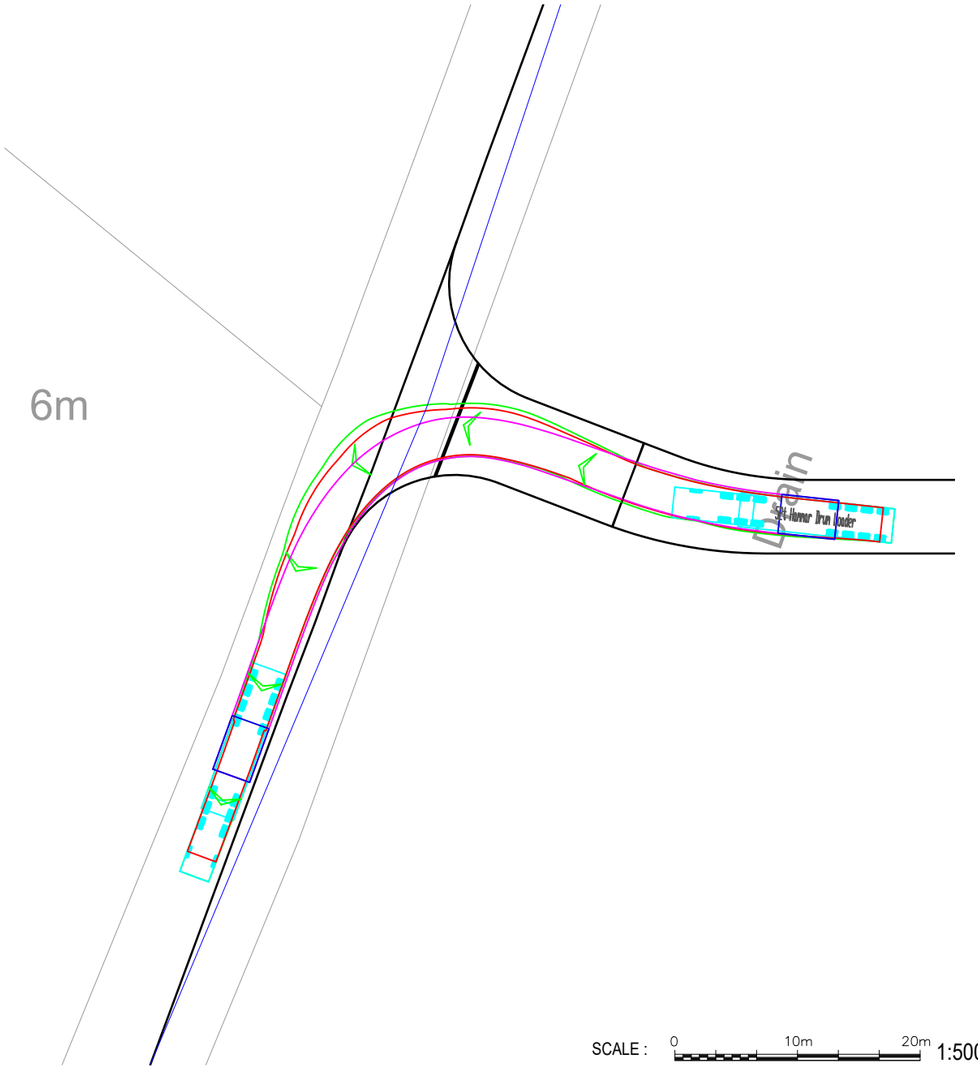
REVISION No: -

A3



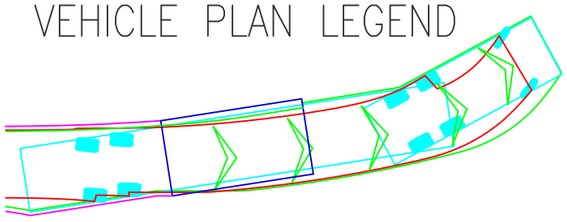




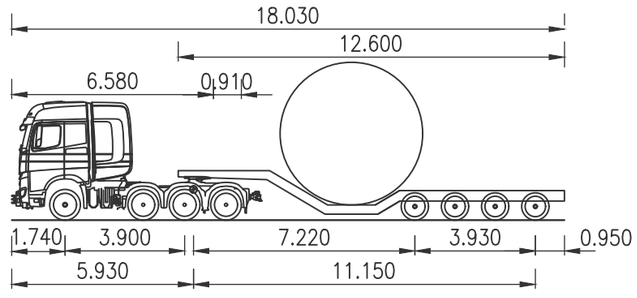



SCALE : 0 10m 20m 1:500

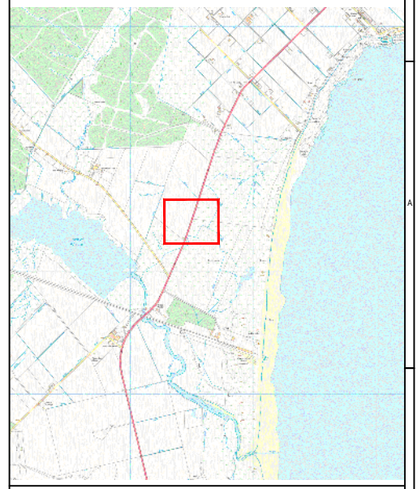
## VEHICLE PLAN LEGEND



RED LINE WORK DENOTES VEHICLE WHEEL TRACKS
GREEN LINE WORK DENOTE VEHICLE BODY OVERHANG
BLUE LINE WORK DENOTES POSITION OF LOAD ON VEHICLE
MAGENTA LINE WORK DENOTES PATH OF LOAD
GREEN ARROWS DENOTE DIRECTION OF TRAVEL




| 52T HAMMAR DRUM LOADER | |
|---|---|
| OVERALL LENGTH | 18.03m |
| OVERALL WIDTH | 2.800m |
| OVERALL BODY HEIGHT | 5.145m |
| MIN BODY GROUND CLEARANCE | 0.200m |
| MAX TRACK WIDTH | 2.800m |
| LOCK TO LOCK TIME | 6.00s |
| KERB TO KERB TURNING RADIUS | 6.790m |



KEY PLAN 1:50,000

SCALE : 0 1000m 2000m 1:50000

| REV: | DATE: | DRWN: | CHKD: | APPD: | DESCRIPTION: |
|---|---|---|---|---|---|
| 0 | 28/08/25 | EJS | GAV | MW | FIRST ISSUE |

STATUS: -

CONTRACTOR:

NKT

FAIRHURST

Scottish & Southern Electricity Networks
TRANSMISSION

PROJECT: LT360 HVDC Spittal to Peterhead

| PROJECT NUMBER: G24005 | LOCATION: Scotland UK |
|---|---|
| TITLE: NORTH SECTION CABLE DRUM VEHICLE TRACKING AP00 | |
| DRAWN BY: EJS | ENG CHECK: - |
| DESIGNER: GAV | COORDINATION: - |
| SCALE: 1:500 @ A3 | APPROVED: - |
| DATE OF FIRST ISSUE: 28/08/25 | SECURITY: - |

| NKT DRAWING NUMBER: | FAIRHURST DRAWING NUMBER: | SHEET No: |
|---|---|---|
| - | 161680/1160 | 1 |
| CLIENT DRAWING NUMBER: | | REVISION No: |
| - | | 0 |

# Appendix 1

**Drawing Number 161680/1000 : Spittal Access Routes General Arrangement**

A1

B874 B874 B874 B876 B870 B876 A9 A882 A99 U1820 U1782 U1771 U1308 U1316 U1376

AP10 to AP11

AP10 & AP11

AP09

AP11 AP10 Myrebirnie AP04 XP03 AP08 AP07 AP06

Highlighted section of B876 is not suitable for any vehicle over 44 tones. Therefor cable drum delivery vehicle is not permitted on this route.

XP02 AP00 LAND FALL XP01 AP01 AP03 AP02 AP04 AP05

N W E S

XP13 AP19 AP20 AP16 AP18 AP17 (Main Compound) XP12 XP14 XP15

AP19 & AP20

AP16 to AP18

AP15 XP11 AP14 AP13

XP06 XP05 XP08 XP09 XP07 AP12 XP10

BANNISKIRK HUB SUBSTATION

Loch Watten

Moss of Killimster

Note: No Cable Drum Delivery Vehicle (AIL) permitted to access AP07, AP08 or AP09.

AP06

AP04 & AP05

AP13 to AP15

AP10 to AP12

AP10 to AP15

AP16 to AP20

AP00 to AP03

AP04 to AP06

Highlighted section of B874 is not suitable for any vehicle over 44 tones. Therefor cable drum delivery vehicle is not permitted on this route.

B874 A882

FOR CONTINUATION REFER TO WICK INSET

WICK INSET

B874 A99 AP00 to AP01 WICK A882 AP10 to AP20 Wick Bay A99

Willowban Harbour Cable Drum delivery into Wick Harbour Bridge of Wick Hospl Health Centre Arts Centre Wyvesfield Sewage Works Hards Mud F.Sta North Pier

## LEGEND

DENOTES CABLE CORRIDOR

DENOTES EXTENT OF EXISTING ROAD SUBJECT TO A SECTION 96 AGREEMENT, WHICH REQUIRE A VISUAL RECORD PRE-CONDITION SURVEY PRIOR TO ANY WORKS PROGRESSING

DENOTES ROUTE FOR AIL (CABLE DRUM DELIVERY)

SCALE : 0 500m 1000m 1:25000

| REV: | DATE: | DRWN. | CHKD. | APPD. | DESCRIPTION: |
|---|---|---|---|---|---|
| 2 | 27/01/26 | E.S | GAV | GAV | CABLE DRUM DELIVERY ROUTES ADDED |
| 1 | 18/11/25 | E.S | GAV | GAV | WEIGHT RESTRICTION NOTES AND EXTENT OF ROAD NETWORK AFFECTED ADDED |
| 0 | 26.06.25 | E.S | GAV | GAV | FIRST ISSUE |

STATUS: PLANNING

CONTRACTOR: NKT FAIRHURST

Scottish & Southern Electricity Networks TRANSMISSION

PROJECT: LT360 HVDC SPITTAL TO PETERHEAD

PROJECT NUMBER: G24005 LOCATION: SCOTLAND UK

TITLE: Spittal Access Routes General Arrangement

DRAWN BY: EJS ENG CHECK: -

DESIGNER: GAV COORDINATION: -

SCALE: 1:25000@A1 / 1:50000@A3 APPROVED: -

DATE OF FIRST ISSUE: 17.06.25 SECURITY: -

NKT DRAWING NUMBER: 1AA0762967

FAIRHURST DRAWING NUMBER: 161680/1000

SHEET No: 1

CLIENT DRAWING NUMBER: BSLA-LT360-NKT-CRTDC-LN-GA-H-0029

REVISION No: 2