

TECHNICAL APPENDIX 15.3: DRAFT OUTDOOR ACCESS MANAGEMENT PLAN

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Figure A15.3.1 – Draft Outdoor Access Management Plan (Overview)

Figure A15.3.1a – Draft Outdoor Access Management Plan

Figure A15.3.1b – Draft Outdoor Access Management Plan

Figure A15.3.1c – Draft Outdoor Access Management Plan

Figure A15.3.1d – Draft Outdoor Access Management Plan

1. DRAFT OUTDOOR ACCESS MANAGEMENT PLAN

1.1 Introduction

1.1.1 This Draft Outdoor Access Management Plan has been prepared to detail how existing public access would be managed during the construction and operation of the proposed Coire Glas 400 kV OHL Grid Connection (hereafter referred to as the 'Proposed Development').

1.2 Methodology

1.2.1 This plan has been prepared in line with the requirements set out in the NatureScot (NS) guidance document 'A Brief Guide to Preparing an Outdoor Access plan (2010)¹'.

1.3 Outdoor Access Baseline

1.3.1 The Proposed Development comprises approximately 13 km of new double circuit steel structure 400 kV overhead transmission line (OHL) between the consented Coire Glas Pumped Storage Scheme, and the existing Fort Augustus Substation, required to connect the Coire Glas Pumped Storage Scheme to the National Grid.

1.3.2 The Proposed Development would also form part of a wider rationalisation exercise to reduce the overall amount of grid infrastructure in the surrounding area. This would comprise re-routeing the existing 132 kV Fort Augustus to Fort William OHL and the existing 132 kV Invergarry Tee OHL into the proposed Loch Lundie Substation. Following the construction of the new 400 kV OHL, the existing 132 kV Fort Augustus to Fort William OHL would also be decommissioned and dismantled between the proposed Loch Lundie Substation and the existing Fort Augustus Substation.

1.3.3 Separate consent under the Town and County Planning (Scotland) Act 1997 would be sought by the Applicant for the construction of the proposed Coire Glas Switching Station and the proposed Loch Lundie Substation. The Proposed Development together with these 'Associated Works' form what is referred to as 'The Coire Glas Grid Connection Project'.

1.3.4 A review of recreational routes and paths in the area has been undertaken to help establish where potential interactions may occur in relation to the Proposed Development. Recreational routes identified are shown on **Figure 15.3.1**.

1.3.5 Nineteen recreational routes have been identified within the vicinity of the Proposed Development with potential to be affected, as follows:

- Scottish Hill Tracks 238a and 259;
- Core Paths LO11.01, LO11.02, LO11.03, LO11.08, LO11.09, IN16.09, IN16.10, IN16.12 and IN16.14;
- Mountain Route (Ben Tee);
- The Ciste Dubh Trail;
- The Allt na Cailliche Trail;
- The Torr Dhuin Trail (part of Core Path 16.12);
- The River Oich Trail;
- National Cycle Route (NCR) 78;
- The Caledonian Canal and;

¹ A Brief Guide to Preparing an Outdoor Access Plan, Scottish Natural heritage (2010). Available at: <https://www.nature.scot/sites/default/files/2017-06/B639282%20-%20A%20Brief%20Guide%20to%20Preparing%20Outdoor%20Access%20Plans%20-%20Feb%202010.pdf> [access 24th January 2020]

- The Great Glen Way.

1.3.6 There are also two public car parks in the area surrounding the Proposed Development, which act as starting points for several of the recreational routes listed in paragraph 1.3.5, both of which are managed by Forestry and Land Scotland (FLS). The FLS Glengarry Car Park² is located within the recreational area at White Bridge within Glengarry Forest. The Ciste Dubh Trail and the Allt na Cailliche Trail are both signposted trails from this car park, although it does also provide access to other Core Paths and Scottish Hill Trails in the surrounding area. The FLS Torr Dhuin Car Park³ is located near Auchterawe. The Torr Dhuin Trail and the River Oich Trail are both signposted walks from this car park, which also provide access to other Core Paths and Scottish Hill Trails in the surrounding area. There is also a picnic and recreational area located next to the car park.

1.3.7 These recreational routes and the FLS recreational area at Torr Dhuin are shown on **Figures 15.3.1a-d** alongside key Outdoor Access Plan Reference Points, as listed in **Table 15.3.1: Outdoor Access Schedule**.

Table 15.3.1: Outdoor Access Schedule

| Reference Point Number | Route Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------------|--|-------------------------------|-----------------------|---|
| 1a | Scottish Hill Track (238a): The Dark Mile (Loch Arkaig) to Invergarry | 226383, 800666 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 1b | Scottish Hill Track (238a): The Dark Mile (Loch Arkaig) to Invergarry | 226446, 800488 | Forest Track | 400 kV OHL Crossing and Construction and Operational Access: use of existing track (no upgrades required) and new temporary track adjoining |
| 1c | Mountain Route (Ben Tee) and Scottish Hill Track (238a): The Dark Mile (Loch Arkaig) to Invergarry | 226545, 800330 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 1d | Allt na Caillich Trail, Mountain Route (Ben Tee) and Scottish Hill Track (238a): The Dark Mile (Loch Arkaig) to Invergarry | 227726, 800505 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 1e | Allt na Caillich Trail, Mountain Route (Ben Tee), Scottish Hill Track (238a): The Dark Mile (Loch Arkaig) to Invergarry, and Core Path (11.08): Access to Whitebridge waymarked trails from Mandally Road. | 228088, 800523 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 2 | Ciste Dubh Trail | 227793, 801632 | Forest Track | 400 kV OHL Crossing |
| 3 | Ciste Dubh Trail and Core Path (11.01): River Garry Paths | 227824, 801671 | Track/Trampled Ground | 400 kV OHL Crossing |

² <https://forestryandland.gov.scot/visit/glengarry> [Last Accessed 21/03/2023]

³ <https://forestryandland.gov.scot/visit/torr-dhuin> [Last Accessed 21/03/2023]

| Reference Point Number | Route Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------------|---|-------------------------------|--------------|---|
| 4 | Core Path (11.09): River Garry access for water sports | 227949, 801813 | Track | 400 kV OHL Crossing and Construction and Operational Access: use of existing track (no upgrades required) |
| 5 | Core Path (11.09): River Garry access for water sports | 228097, 801843 | Track | Construction and Operational Access: use of existing track (no upgrades required) and access junction |
| 6 | Core Path (11.08): Access to Whitebridge waymarked trails from Mandally Road. Access to FLS Glengarry Car Park and signposted trails (the Ciste Dubh Trail and the Allt na Cailliche Trail) | 228356, 801392 | Forest Track | Construction and Operational Access: use of existing track no upgrades required and use of existing bridge (to be upgraded) |
| 7a | Allt na Cailliche Trail, Ciste Dubh Trail and Core Path (11.08): Access to Whitebridge waymarked trails from Mandally Road | 228342, 801221 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) and use of adjoining existing access track to be upgraded |
| 7b | Ciste Dubh Trail | 227704, 801619 | Forest Track | 400 kV OHL Crossing and Construction and Operational Access: use of existing track (upgrades required) and adjacent new temporary track. |
| 8 | Core Path (11.08): Access to Whitebridge waymarked trails from Mandally Road | 228480, 801242 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) and access junction. |
| 9 | Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie and Core Path (11.02) Aldernaig Burn to Loch Lundy | 231804, 801505 | Track | 400 kV OHL Crossing and Construction and Operational Access: use of existing track (upgrades required) |
| 10 | The Great Glen Way and Core Path (11.03): Cycle Track - Bridge of Oich | 231804, 801505 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 11 | The Great Glen Way and Core Path (11.03): Cycle Track – Bridge of Oich | 232443, 801826 | Forest Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 12 | Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie and Core Path (11.02) Aldernaig Burn to Loch Lunie | 231118, 805378 | Track | Construction and Operational Access: use of existing track (no upgrades required) and existing bridge (to be upgraded) |
| 13 | Core Path (16.09) Bridge of Oich to Invergarry by Loch Lundie | 231361, 805337 | Track | 400 kV OHL Crossing, Construction and Operational Access: use of existing track (no |

| Reference Point Number | Route Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------------|--|-------------------------------|------------|---|
| | | | | upgrades required) and dismantling of 132 kV OHL. |
| 14 | Core Path (16.09) Bridge of Oich to Invergarry by Loch Lundie | 231705, 805431 | Track | Construction Access with new temporary track adjoining |
| 15 | Core Path (16.10) Bridge of Oich to Torr Dhuin and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 232147, 805969 | Track | Construction and Operational Access: use of existing track (no upgrades required) and new temporary access track adjoining |
| 16 | Core Path (16.10) Bridge of Oich to Torr Dhuin and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 232242, 805813 | Track | Construction and Operational Access: use of existing track (no upgrades required), use of existing access track (upgrades required) and dismantling of 132 kV OHL. |
| 17 | Core Path (16.10) Bridge of Oich to Torr Dhuin and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 232411, 805733 | Track | 400 kV OHL Crossing, use of existing access track (upgrades required) and new temporary track adjoining |
| 18 | Core Path (16.10) Bridge of Oich to Torr Dhuin and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 233163, 805703 | Track | Construction and Operational Access: use of existing track (no upgrades required) and use of existing track (upgrades required) adjoining. |
| 19 | Core Path (16.14) Auchteraw Woods paths | 234219, 806920 | Track | Construction and Operational Access: use of existing track (no upgrades required), use of existing track (upgrades required) adjoining and dismantling of 132 kV OHL. |
| 20 | Core Path (16.14) Auchteraw Woods paths and Core Path (16.10) Bridge of Oich to Torr Dhuin | 234255, 806871 | Track | OHL Adjacent and Construction and Operational Access: use of existing track (no upgrades required) and use of existing track (upgrades required) |
| 21 | Core Path (16.12) Torr Dhuin Trail and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 234426, 806911 | Track | Construction and Operational Access: use of adjoining existing track (upgrades required) and new temporary access track adjoining. |
| 22 | Core Path (16.12) Torr Dhuin Trail and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie. | 234477, 806984 | Track | 400 kV OHL Crossing |
| 23 | Core Path (16.14) Auchteraw Woods paths | 234510, 807378 | Track | Construction and Operational Access: use of adjoining existing track (no upgrades required) |

| Reference Point Number | Route Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------------|--|-------------------------------|---|---|
| 24 | Core Path (16.12) Torr Dhuin Trail and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 234697, 807347 | Track | Construction and Operational Access: use of adjoining existing track (no upgrades required), use of adjoining existing track (upgrades required) and dismantling of 132 kV OHL. |
| 25 | Core Path (16.12) Torr Dhuin Trail and Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 234803, 807330 | Public Road (leading to single property (Netherby) and access to various FLS forestry tracks) | Construction and Operational Access: use of adjoining existing track (no upgrades required) and use of existing bridge (upgrades required) |
| 26 | Core Path (16.12) Torr Dhuin Trail | 234805, 807108 | Track | 400 kV OHL Crossing |
| 27 | Core Path (16.13) Torr Dhuin to River Oich walk | 234891, 807140 | Track | OHL Crossing, Construction and Operational Access: use of adjoining existing track (upgrades required) and use of adjoining new temporary track. |
| 28 | FLS Recreational Area - Picnic Area and Car Park | 234944, 807274 | Public Road and Car Park | Construction and Operational Access: use of existing track (no upgrades required) and use of existing track (upgrades required) |
| 29 | Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 234855, 807439 | Public Road (leading to FLS Torr Dhuin Car Park and various FLS forestry tracks) | Construction and Operational Access: use of existing track (no upgrades required) |
| 30 | Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 234782, 807637 | Public Road | Construction and Operational Access: use of existing track (no upgrades required) and access junction |
| 31 | River Oich Trail | 235237, 807253 | Forestry Track | 400 kV OHL Crossing |
| 32 | River Oich Trail | 235271, 807340 | Forestry Track | Construction and Operational Access: use of existing track (upgrades required) and use of adjoining new temporary track. |
| 33 | River Oich Trail | 235436, 807596 | Forestry Track | Construction and Operational Access: use of existing track (upgrades required) and use of adjoining new temporary track. |
| 34 | River Oich Trail | 235689, 807684 | Forestry Track | 400 kV OHL Crossing and Construction and Operational Access: use of existing track (no |

| Reference Point Number | Route Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------------|---|-------------------------------|----------------|---|
| | | | | upgrades required) and use of adjoining new temporary track. |
| 35 | River Oich Trail | 236163, 808004 | Forestry Track | Construction and Operational Access: use of existing track (no upgrades required) |
| 36 | Scottish Hill Track (259) Fort Augustus to Invergarry, by Loch Lundie | 236272, 808992 | Public Road | Construction and Operational Access: use of adjoining existing track (no upgrades required) and access junction |

1.3.12 In addition to the defined routes identified in **Table 15.3.1**, the potential for those undertaking recreation across the wider area, away from paths or tracks is noted, in particular the use of the Great Glen Way and Caledonian Canal.

1.4 Potential Access Impacts

Construction Phase

1.4.1 The primary access impact associated with the Proposed Development would arise during the construction phase of the project. The core construction period for the Proposed Development is anticipated to take place over a 40-month period (approximately), following the granting of consents and discharge of pre-commencement conditions. A further 4 months (approximately) would be required for dismantling works associated with the existing 132 kV OHLs.

1.4.2 Several of the routes identified in Section 1.3, including Scottish Hill Track (259), part of the Ciste Dubh Trail and part of the River Oich Trail, would be used by or impacted by construction traffic for access during the construction of the Proposed Development. Some routes may also need to be diverted slightly to accommodate the Proposed Development. This would lead to some short-term and localised disruption to these routes during construction.

1.4.3 While recreational access could be disrupted by construction activity, any restrictions would be short-term and temporary, taking account of the mitigation measures discussed in Part 1.5 of this Draft Outdoor Access Management Plan.

1.4.4 There may also be some disruption during construction works to users of the A87 and minor road through Auchterawe.

Operational Phase

1.4.5 Potential access impacts during the operational phase would be limited to occasional access for maintenance purposes. It is unlikely that there would be any restrictions to outdoor access during this phase. Should any major maintenance activities be scheduled, consideration and planning for outdoor access management would be reviewed prior to works commencing.

1.5 General Access Arrangements

- 1.5.1 The Applicant is committed to enabling day to day access where the safety of the general public or construction staff is not compromised. During the construction phase, every effort would be made to ensure access to existing routes and trails would be maintained. Furthermore, any construction effects are expected to be short-term and temporary. However, to ensure the safety of the public, some additional measures may be required.
- 1.5.2 Prior to commencement of the construction works, access arrangements and appropriate warnings would be communicated to the local community via the community liaison group, project website and local mailing list.
- 1.5.3 From time to time, short term restrictions to access may be required where there is no safe alternative. These restrictions would be communicated via the same method.
- 1.5.4 The Applicant would liaise with the landowners as required to minimise any disruption to forestry or estate run activities where possible.

Access Arrangements – Existing Routes

- 1.5.5 Where there is potential for interaction along existing recreational routes with construction activities, it is proposed that these interactions will be managed through:
- Warning signage indicating the likelihood of construction traffic will be placed at regular intervals along the walking routes / trails;
 - A site information leaflet will be posted at regular intervals along the track, informing members of the public 'what to do' if site traffic is encountered;
 - Speed limit of construction traffic on tracks to be set to 15 mph with appropriate signage highlighted;
 - Site rules will dictate flashing / hazard lights are to be switched on by all construction traffic vehicles while using site tracks;
 - Warning signage for construction staff highlighting that members of the public may be utilising routes (see **Plate 1**); and
 - Training / briefing of all drivers to be aware of path users.
- 1.5.6 The above arrangements will be implemented to ensure both that those wishing to make access are informed of construction hazards, and that construction workers are trained to anticipate and take measures to avoid other access users.



Plate 1: Example Construction Staff Warning Sign

Diverted Routes and Realigned Access Tracks

- 1.5.1 As part of the Proposed Development, the use of short sections of the existing access tracks, which also form recreational routes (e.g., Scottish Hill Track 259, River Oich Trail and Allt na Cailliche Trail), would be required to facilitate construction of the Proposed Development. Access to existing tracks would be maintained wherever possible either by segregation of people and plant during construction works or through the use of temporary diversions for walkers (and other recreational users). Where such measures are used, access to the existing track would be maintained until construction of the diverted path were complete, at which point users of the route would be required to use the diverted track, subject to the site management measures noted above to ensure the safety of users of the track and construction staff. Maintained access to recreational routes during construction would be managed by the appointed Principal Contractor and detailed in the final Outdoor Access Management Plan.
- 1.5.2 During construction, access signage would be put in place where the site entrances meet the existing roads and where the existing rights of way intersect the new access tracks with a purpose to highlight to the public the risk of entering the site.
- 1.5.3 Once the Proposed Development became operational, the public would be able to fully access recreational routes, in line with current access legislation.

Equestrians

- 1.5.4 The British Horse Society has made recommendations on the interactions between Heavy Goods Vehicle (HGV) traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often

meet them. Horses are flighty animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

1.5.5 The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and
- Anxiety on the part of the rider.

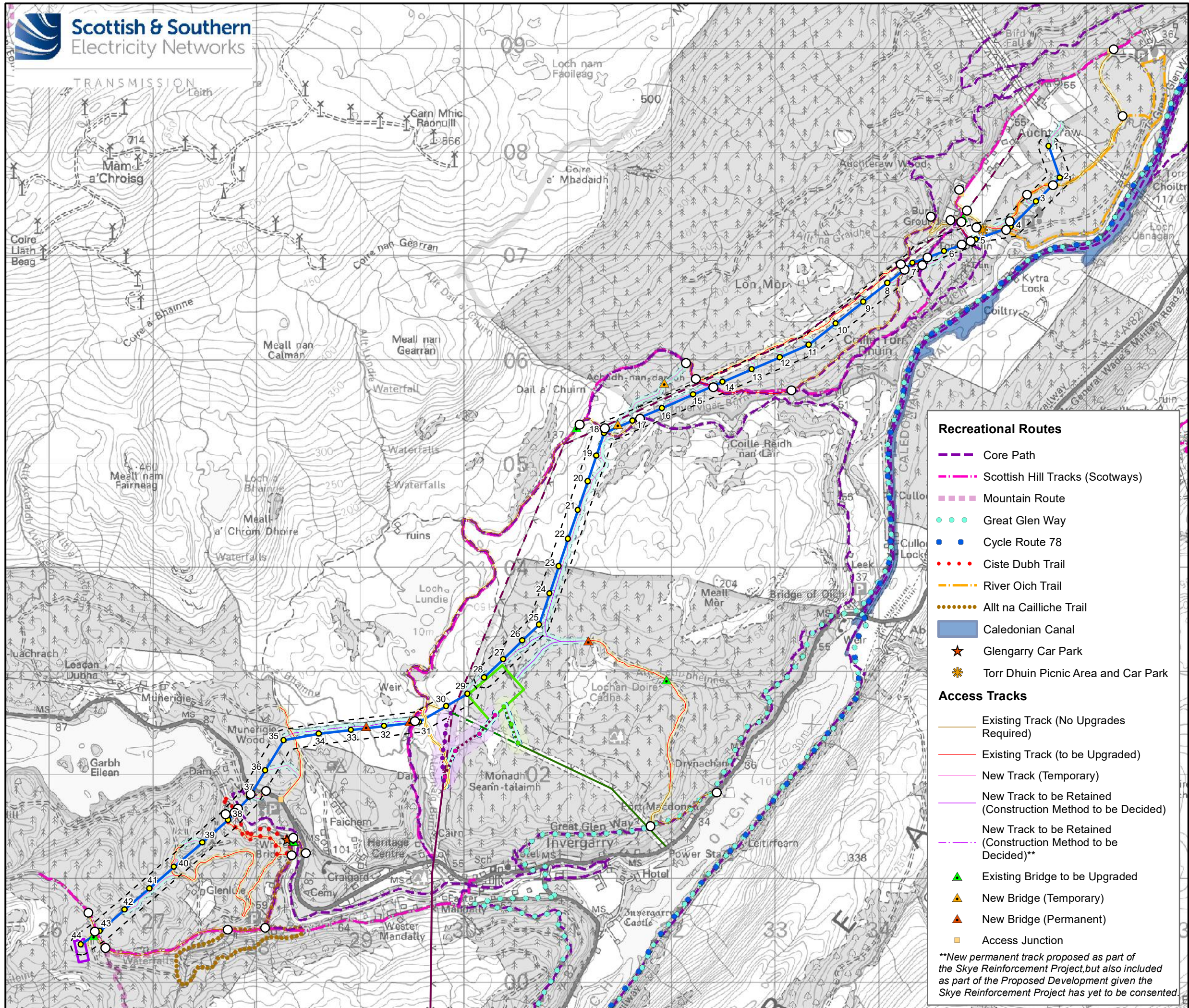
1.5.6 The British Horse Society recommends the following actions that will be included in the Site training for all HGV staff:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;
- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;
- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the Site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

1.6 Conclusions

1.6.1 The Applicant aims to maintain access during construction of the Proposed Development and by implementing the management strategies set out in this Plan, it is believed that this can be achieved while ensuring the safety of the public and construction staff.

FIGURES



Legend

- Proposed OHL Alignment (Steel Lattice Towers)
- Proposed Steel Lattice Tower
- Proposed Coire Glas Switching Station Platform*
- Proposed Loch Lundie Substation Platform*
- Outdoor Access Management Plan Reference Point

Limits of Deviation (LOD)

- OHL Alignment LOD
- Existing Access Track LOD
- New Access Track LOD
- Invergarry Tee OHL Diversion LOD
- Fort Augustus to Fort William OHL Diversion LOD

Existing 132 KV Fort Augustus to Fort William OHL (Steel Lattice Towers)

- temporary Trident Wood Pole locations
- temporary OHL diversion
- new permanent Steel Lattice Tower location
- to be retained
- to be diverted into the proposed Loch Lundie Substation
- to be dismantled

Existing 132 KV Invergarry Tee OHL (Steel Lattice Towers)

- new permanent Trident Steel Pole location
- to be retained
- to be diverted into the proposed Loch Lundie Substation
- to be dismantled

**Associated works subject to separate consent under the Town and County Planning (Scotland) Act 1997. Footprints show indicative locations only.*

Recreational Routes

- Core Path
- Scottish Hill Tracks (Scotways)
- Mountain Route
- Great Glen Way
- Cycle Route 78
- Ciste Dubh Trail
- River Oich Trail
- Allt na Cailliche Trail
- Caledonian Canal
- Glengarry Car Park
- Torr Dhuin Picnic Area and Car Park

Access Tracks

- Existing Track (No Upgrades Required)
- Existing Track (to be Upgraded)
- New Track (Temporary)
- New Track to be Retained (Construction Method to be Decided)
- New Track to be Retained (Construction Method to be Decided)**
- Existing Bridge to be Upgraded
- New Bridge (Temporary)
- New Bridge (Permanent)
- Access Junction

****New permanent track proposed as part of the Skye Reinforcement Project, but also included as part of the Proposed Development given the Skye Reinforcement Project has yet to be consented.**

Scale - 1:35,000 @ A3

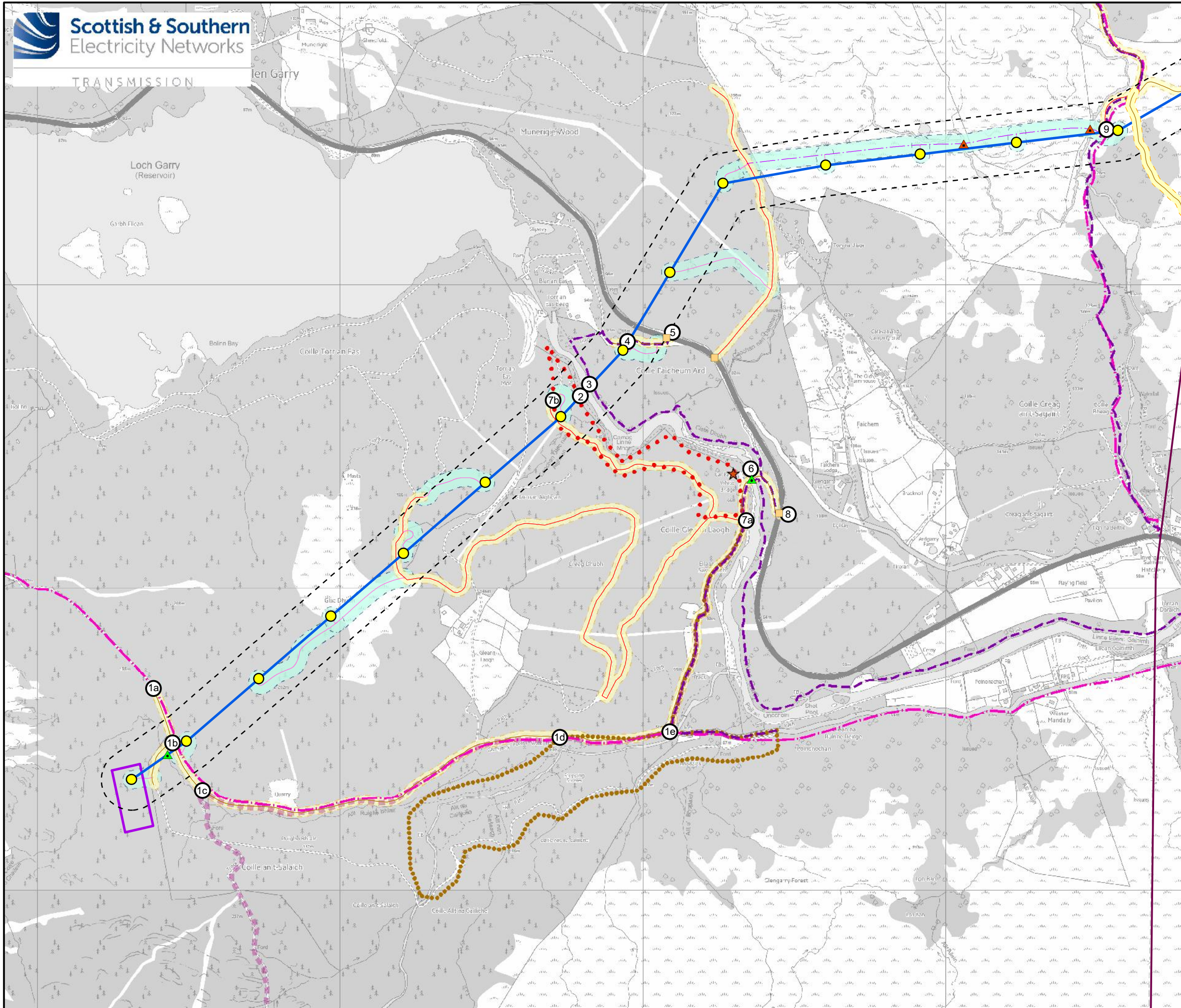
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Project: Coire Glas Grid Connection Project – 400 kV OHL EIA Report

Title: Figure A15.3.1 - Draft Outdoor Access Management Plan (Overview)

Drawn by: KM Date: 31/03/2023

Drawing: 121012-EIA-A15.3.1-1.0.0



Legend

- Proposed OHL Alignment (Steel Lattice Towers)
- Proposed Steel Lattice Tower
- Proposed Coire Glas Switching Station Platform*
- Outdoor Access Management Plan Reference Point

Limits of Deviation (LOD)

- OHL Alignment LOD
- Existing Access Track LOD
- New Access Track LOD

Existing 132 KV Fort Augustus to Fort William OHL (Steel Lattice Towers)

- to be retained

Access Tracks

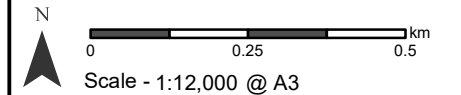
- Existing Track (No Upgrades Required)
- Existing Track (to be Upgraded)
- New Track (Temporary)
- New Track to be Retained (Construction Method to be Decided)
- New Track to be Retained (Construction Method to be Decided)**
- ▲ Existing Bridge to be Upgraded
- ▲ New Bridge (Permanent)
- Access Junction

Recreational Routes

- - - Core Path
- - - Scottish Hill Tracks (Scotways)
- - - Mountain Route
- . . . Ciste Dubh Trail
- . . . Allt na Cailliche Trail
- ★ Glengarry Car Park

*Associated works subject to separate consent under the Town and County Planning (Scotland) Act 1997. Footprints show indicative locations only.

**New permanent track proposed as part of the Skye Reinforcement Project, but also included as part of the Proposed Development given the Skye Reinforcement Project has yet to be consented.



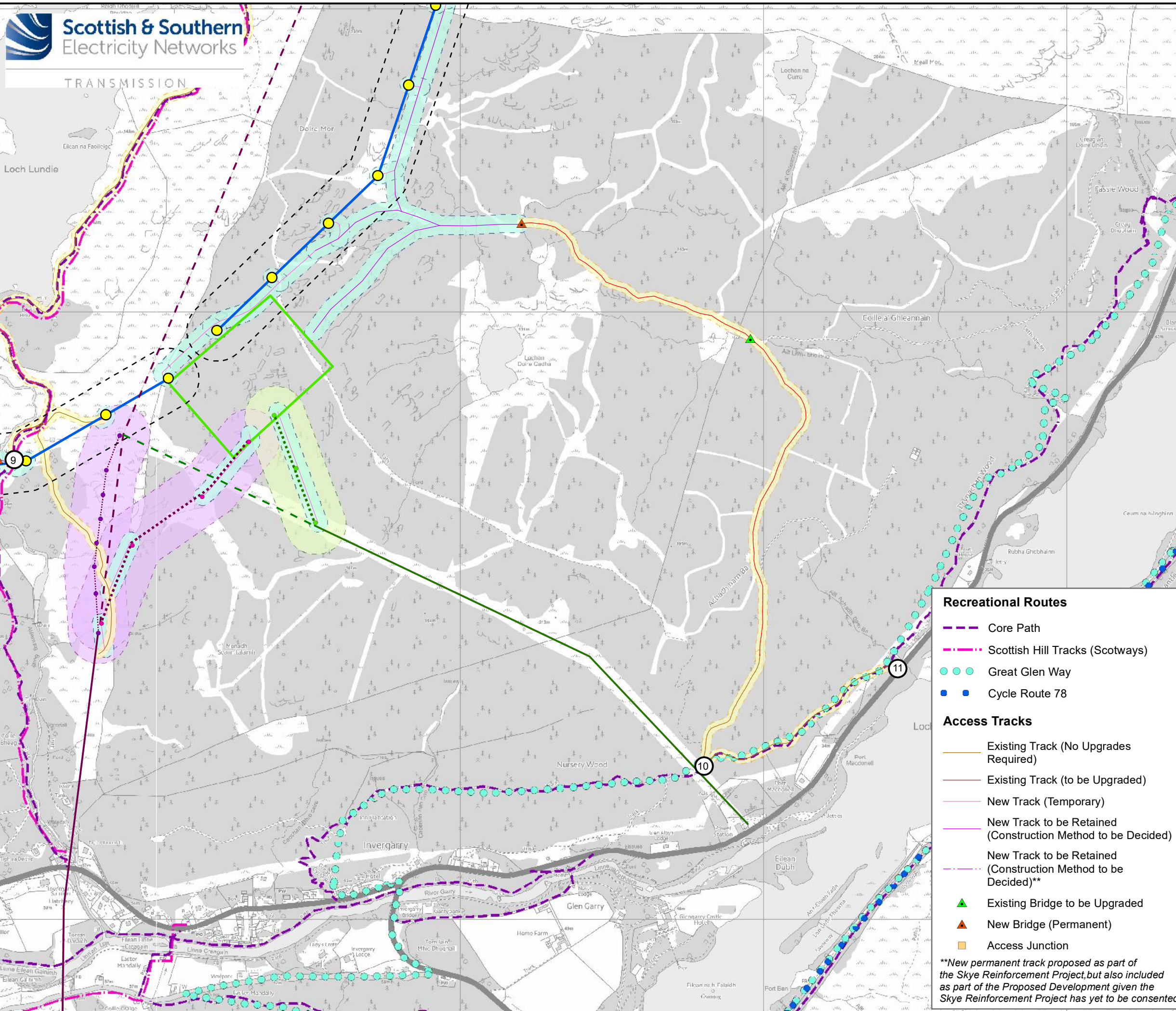
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Project: Coire Glas Grid Connection Project – 400 kV OHL EIA Report

Title: Figure A15.3.1a - Draft Outdoor Access Management Plan

Drawn by: KM Date: 31/03/2023

Drawing: 121012-EIA-A15.3.1a-1-0.0



TRANSMISSION

Legend

- Proposed OHL Alignment (Steel Lattice Towers)
- Proposed Steel Lattice Tower
- Proposed Loch Lundie Substation Platform*
- Outdoor Access Management Plan Reference Point

Limits of Deviation (LOD)

- OHL Alignment LOD
- Existing Access Track LOD
- New Access Track LOD
- Invergarry Tee OHL Diversion LOD
- Fort Augustus to Fort William OHL Diversion LOD

Existing 132 KV Fort Augustus to Fort William OHL (Steel Lattice Towers)

- temporary Trident Wood Pole locations
- ⋯ temporary OHL diversion
- new permanent Steel Lattice Tower location
- to be retained
- ⋯ to be diverted into the proposed Loch Lundie Substation
- - - to be dismantled

Existing 132 KV Invergarry Tee OHL (Steel Lattice Towers)

- new permanent Trident Steel Pole location
- to be retained
- ⋯ to be diverted into the proposed Loch Lundie Substation
- - - to be dismantled

Recreational Routes

- - - Core Path
- ⋯ Scottish Hill Tracks (Scotways)
- Great Glen Way
- Cycle Route 78

Access Tracks

- Existing Track (No Upgrades Required)
- Existing Track (to be Upgraded)
- New Track (Temporary)
- New Track to be Retained (Construction Method to be Decided)
- - - New Track to be Retained (Construction Method to be Decided)**
- ▲ Existing Bridge to be Upgraded
- ▲ New Bridge (Permanent)
- Access Junction

***Associated works subject to separate consent under the Town and Country Planning (Scotland) Act 1997. Footprints show indicative locations only.**

****New permanent track proposed as part of the Skye Reinforcement Project, but also included as part of the Proposed Development given the Skye Reinforcement Project has yet to be consented.**

N
0 0.1 0.2 0.4 km
Scale - 1:12,000 @ A3

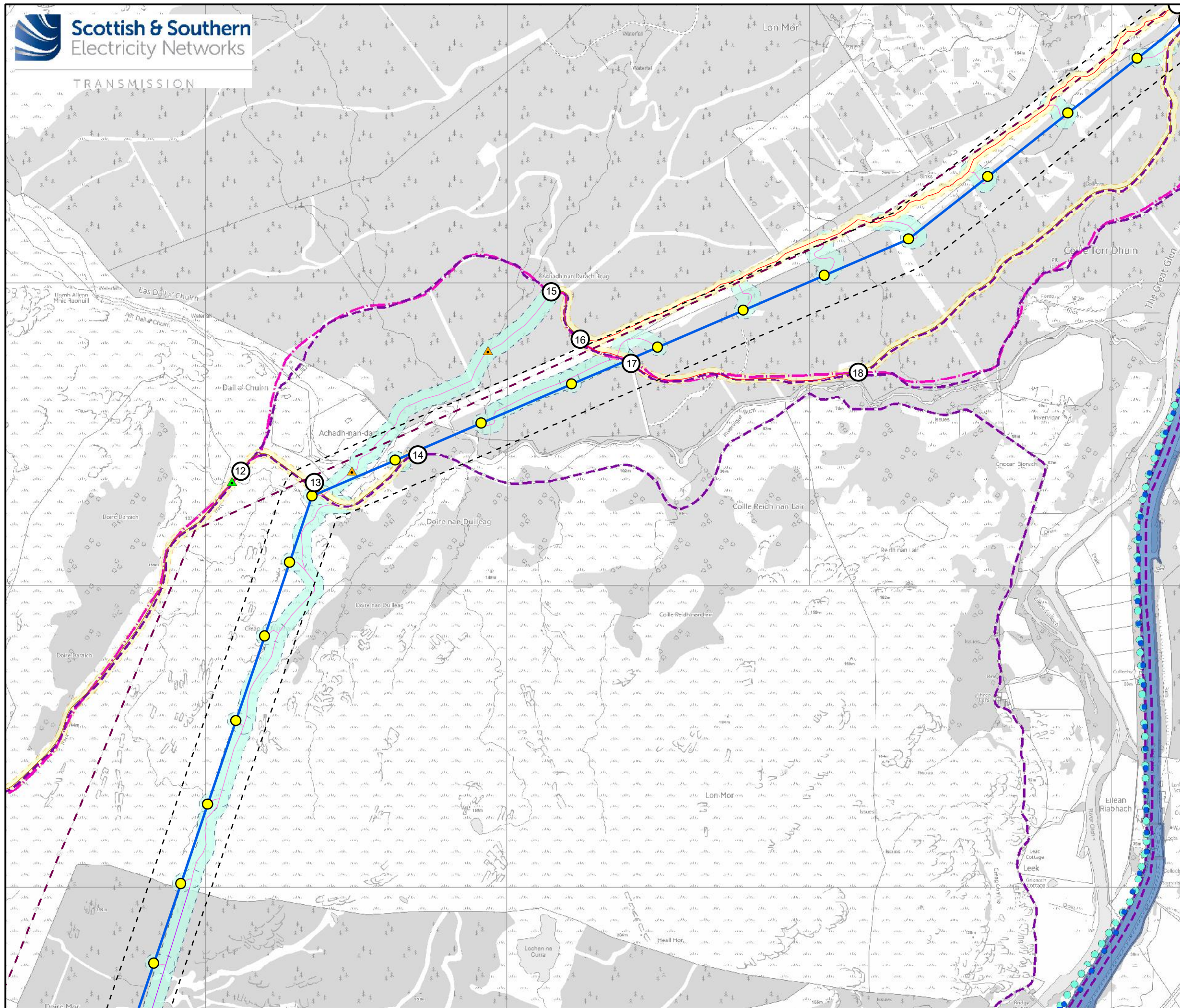
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Project: Coire Glas Grid Connection Project – 400 kV OHL EIA Report

Title: Figure A15.3.1b - Draft Outdoor Access Management Plan

Drawn by: KM Date: 31/03/2023

Drawing: 121012-EIA-A15.3.1b-1.0.0



Legend

- Proposed OHL Alignment (Steel Lattice Towers)
- Proposed Steel Lattice Tower
- Outdoor Access Management Plan Reference Point

Limits of Deviation (LOD)

- OHL Alignment LOD
- Existing Access Track LOD
- New Access Track LOD

Existing 132 KV Fort Augustus to Fort William OHL (Steel Lattice Towers)

- to be dismantled

Access Tracks

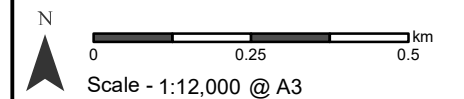
- Existing Track (No Upgrades Required)
- Existing Track (to be Upgraded)
- New Track (Temporary)
- New Track to be Retained (Construction Method to be Decided)
- ▲ Existing Bridge to be Upgraded
- ▲ New Bridge (Temporary)

Recreational Routes

- Core Path
- Scottish Hill Tracks (Scotways)
- Great Glen Way
- Cycle Route 78
- Caledonian Canal

**Associated works subject to separate consent under the Town and County Planning (Scotland) Act 1997. Footprints show indicative locations only.*

***New permanent track proposed as part of the Skye Reinforcement Project, but also included as part of the Proposed Development given the Skye Reinforcement Project has yet to be consented.*



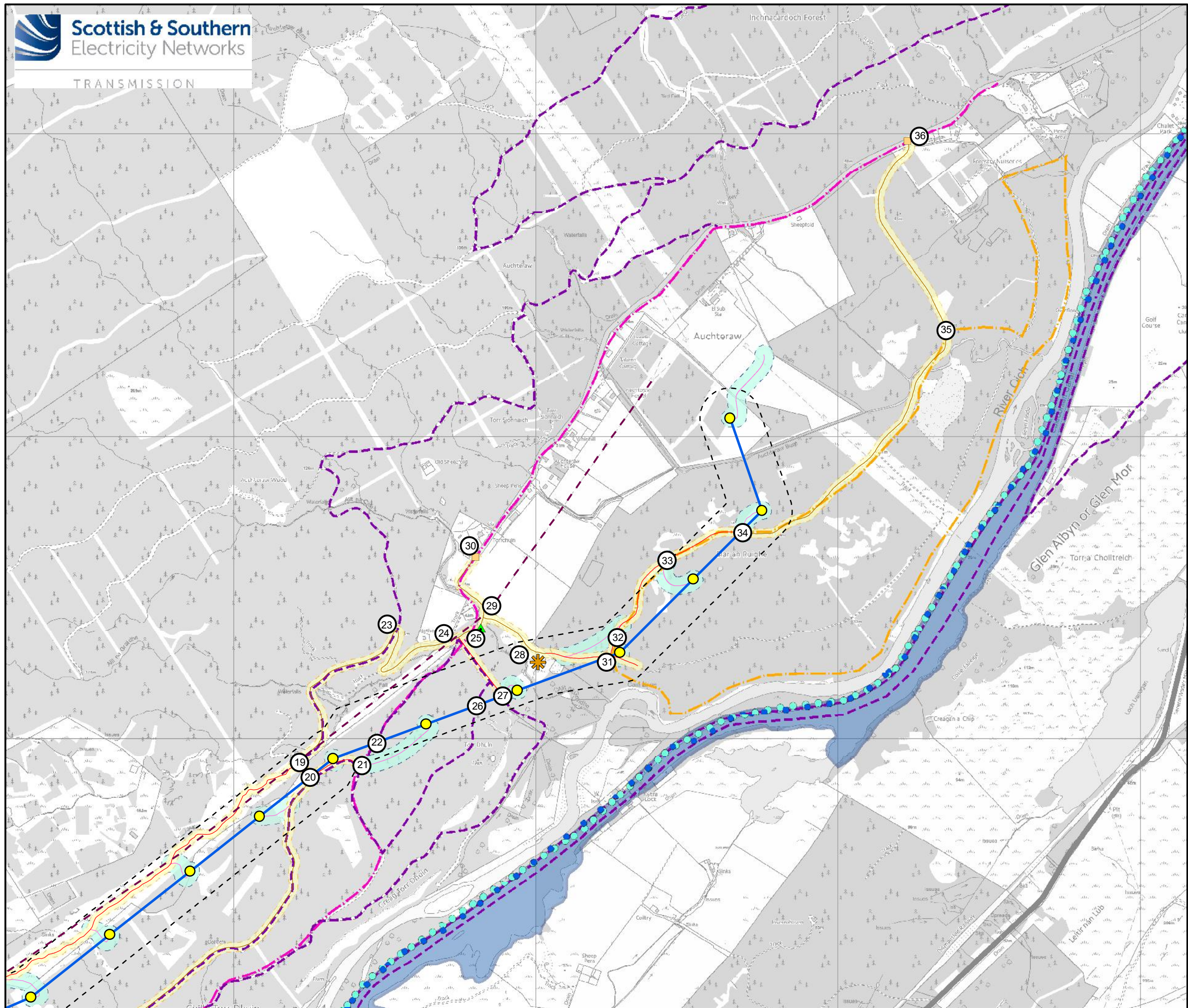
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Project: Coire Glas Grid Connection Project – 400 kV OHL EIA Report

Title: Figure A15.3.1c - Draft Outdoor Access Management Plan

Drawn by: KM Date: 31/03/2023

Drawing: 121012-EIA-A15.3.1c-1.0.0



Legend

- Proposed OHL Alignment (Steel Lattice Towers)
- Proposed Steel Lattice Tower
- Outdoor Access Management Plan Reference Point

Limits of Deviation (LOD)

- OHL Alignment LOD
- Existing Access Track LOD
- New Access Track LOD

Existing 132 KV Fort Augustus to Fort William OHL (Steel Lattice Towers)

- to be dismantled

Access Tracks

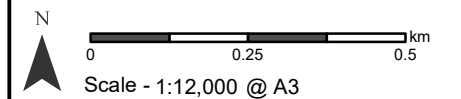
- Existing Track (No Upgrades Required)
- Existing Track (to be Upgraded)
- New Track (Temporary)
- Existing Bridge to be Upgraded
- Access Junction

Recreation

- Core Path
- Scottish Hill Tracks (Scotways)
- River Oich Trail
- Cycle Route 78
- Great Glen Way
- Caledonian Canal
- Torr Dhuin Picnic Area and Car Park

**Associated works subject to separate consent under the Town and County Planning (Scotland) Act 1997. Footprints show indicative locations only.*

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Project: Coire Glas Grid Connection Project – 400 kV OHL EIA Report

Title: Figure A15.3.1d - Draft Outdoor Access Management Plan

Drawn by: KM Date: 31/03/2023

Drawing: 121012-EIA-A15.3.1d-1.0.0