

Volume 4: Appendix 3.7 – Outline Outdoor Access Management Plan

Emmock and Tealing 400 kV Overhead Line Tie-Ins

Environmental Impact Assessment (EIA)

Volume 4 | Appendix 3.7

Outline Outdoor Access Management Plan

September 2025



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3. OUTLINE OUTDOOR ACCESS MANAGEMENT PLAN

3.1 Introduction

- 3.1.1 This Outline Outdoor Access Management Plan (OAMP) has been prepared to detail how existing public access will be managed in principle during the construction and operation of the proposed Emmock and Tealing Section 37 Tie-Ins (hereafter referred to as the 'Proposed Development').

3.2 Methodology

- 3.2.1 The 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.

3.3 Outdoor Access Baseline

- 3.3.1 The Proposed Development comprises a number of linear features, crossing a range of areas where existing routes are established including local Core Path networks around settlement areas.

Outdoor Access Schedule

- 3.3.2 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 fall within the vicinity of the Proposed Development, either at a single point of crossing by the Proposed Development, at tracks where the Proposed Development is proposed to follow alongside the routes directly, or where routes will be used during construction and / or operation. It is intended that this schedule will remain an open document and will be updated should further routes be identified through pre-construction and construction phases of the Proposed Development to ensure that relevant access management measures are implemented wherever necessary.
- 3.3.3 In addition to the defined routes identified within **Annex 1: Outdoor Access Schedule**, the potential for those users undertaking recreation across the wider area, away from designated paths is noted.

3.4 Potential Access Impacts

- 3.4.1 The primary access impacts associated with the Proposed Development will arise during the construction phase of the project. Potential interactions with recreational routes are identified in the **Annex 1: Outdoor Access Schedule**. The construction period for the Proposed Development is anticipated to be approximately four years as discussed in **Volume 2, Chapter 3: Project Description**. However, given the linear nature of the Proposed Development, not all areas will be subject to disturbance at the same time, or during the entirety of this period.
- 3.4.2 The Proposed Development's construction will require the use of existing, upgraded and new access tracks to the towers which may impact recreational activities in the short-term where these tracks intersect with, or follow, existing access routes. While recreational access may be disrupted by construction activities, any restrictions will be short-term and temporary, and users are not predicted to be significantly adversely affected taking account of the mitigation measures discussed in **Section 3.5** of this Outline Outdoor Access Management Plan.
- 3.4.3 There may also be some disruption during construction works to users of public roads which are detailed within **Annex 1: Outdoor Access Schedule**.

3.5 General Access Arrangements

- 3.5.1 SSEN Transmission is committed to managing and enabling access so that the safety of the general public or construction staff is not compromised. During the construction phase, all feasible measures will be taken to ensure access to existing routes and trails are maintained in areas where the proposals have the potential to interact with routes used for access. Furthermore, any

¹ NatureScot, 2010. *A Brief Guide to Preparing an Outdoor Access Plan*. [Online] 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>.

construction effects are expected to be short-term and temporary. However, to ensure the safety of the public, additional measures may be required.

- 3.5.2 It is intended that the Outdoor Access Schedule included in **Annex 1** will continue to be updated as the Proposed Development moves forward into pre-construction and construction phases, with specific measures for access at individual locations addressed in further detail, as necessary.
- 3.5.3 Prior to commencement of the construction works, access arrangements and appropriate warnings will be communicated to the local community via the community liaison group, project group and local mailing list.
- 3.5.4 From time to time, short-term restrictions to access may be required where there is no safe alternative. These restrictions will be communicated via the same method.
- 3.5.5 SSEN Transmission will liaise with impacted landowners to minimise the disruption to estate run activities where feasible.

Access Arrangements – Existing Routes

- 3.5.6 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 of safe and appropriate actions 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: Example Construction Staff Warning Sign**); and
 - training / briefing of all drivers to be aware of path users.
- 3.5.7 The above arrangements will be implemented to ensure both that those wishing to make access are informed of the 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

New Access Tracks

- 3.5.8 As part of the Proposed Development, new permanent access tracks will be constructed in some areas, primarily in the north of the Site and surrounding the Proposed Emmock substation. Once the Proposed Development becomes operational, the public will be able to fully access these tracks by non-motorised means, in line with current access legislation.
- 3.5.9 During construction of these new tracks, access will be restricted to the general public on safety grounds. Access gates will be installed to limit unauthorised vehicles from entering the Site and pass gates will be installed where the Site entrances meet existing roads to accommodate walkers, cyclists and horse riders.
- 3.5.10 Signage will be put into 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.

Equestrians

- 3.5.11 The British Horse Society Scotland (BHSS) has made recommendations on the interactions between Heavy Goods Vehicles (HGV) traffic and horses. Horses are typically nervous of large vehicles, particularly when they do not often meet them. Horses are flighty animals and may run away in panic if frightened. Riders may try to prevent this but, should it happen, it may cause a serious accident for other road users, as well as for the horse and rider.
- 3.5.12 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.

The British Horse Society recommends the following actions to 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.

3.6 Conclusions

- 3.6.1 SSEN Transmission aims to maintain access during construction and operation of the Proposed Development where feasible, and by implementing the management strategies set out in this Plan, this will be achieved while ensuring the safety of the public and construction staff.

ANNEX 1: OUTDOOR ACCESS SCHEDULE

Figure Reference	Path Name	Approximate OS Grid Reference of Crossing	Route Type	Interface with Proposed Development
5.2.1	Core Path 207 – Kirkton of Tealing to Balnuith	NO 39828 37601	Core Path	Construction Access
	Core Path 210 Kirkton of Auchterhouse to Balluderon	NO 337104 738931	Core Path	Construction Access and OHL Crossing
	Funnie Nook	NO 337082 738935	Right of Way	Construction Access and OHL Crossing