Volume 5: Appendix 7.1 – Outline Outdoor Access Management Plan

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1. OUTLINE OUTDOOR ACCESS MANAGEMENT PLAN

1.1 Introduction

1.1.1 This outline Outdoor Access Management Plan (OAMP) has been prepared to detail how existing public recreational access routes and active travel routes will be managed in principle during the construction and operation of the proposed Kintore to Tealing 400 kV Overhead Line (OHL) (the Proposed Development).

1.1.2 Public recreational access routes and active travel routes are recorded non-motorised public Rights of Way (RoW) including National Cycle Network (NCN) Routes, Core Paths, Heritage Paths, Scottish Hill Tracks and other public RoW set out in ScotWays Catalogue of Rights of Way (CROW)[1], by local authorities or by Sustrans; these are referred to in this outline OAMP as 'recreational routes'.

1.1.3 This outline OAMP, along with other management plans such as the Construction Environmental Management Plan (CEMP) (**Volume 5, Appendix 3.4: Outline Construction Environmental Management Plan (CEMP)**), the Enhanced Construction Traffic Management Plan (CTMP) (see **Volume 2, Chapter 17: Schedule of Mitigation** for full details) will be further developed by the Principal Contractors and approved by SSEN Transmission and the relevant local authorities (Angus Council and Aberdeenshire Council) prior to construction. The Principal Contractors will be responsible for ensuring that the details agreed in the finalised management plans are implemented by their staff and also by any sub-contractors they appoint. Statutory procedures will be complied with where roads or access routes need to be closed or diverted temporarily.

1.2 Methodology

1.2.1 This outline OAMP has been prepared in line with the guidance set out in the NatureScot (NS) guidance document '*A Brief Guide to Preparing an Outdoor Access Plan*'[2].

1.3 Outdoor Access Baseline

1.3.1 The Proposed Development crosses a range of areas where existing recreational routes are established, including Core Path networks around settlements, Heritage Paths and other public RoW. Other areas are known to host seasonal recreational activities such as estate sports, including fishing.

1.3.2 ScotWays manage a national record of public RoW in Scotland, the Catalogue of Rights of Way (CROW)[1], which includes records of known public RoW including National Cycle Network (NCN) Routes, Core Paths, Heritage Paths, Scottish Hill Tracks and other public RoW. CROW is continually updated to take account of new information as it is brought to the attention of ScotWays.

Outdoor Access Schedule

1.3.3 A review of recreational routes and paths in the study area for the land use assessment (as described in **Volume 2, Chapter 7: Land Use and Prime Agricultural Land**) has been undertaken to help establish where potential interactions may occur in relation to the Proposed Development.

1.3.4 Recreational routes identified in each Section (A-F) of the Proposed Development are shown on **Volume 3, Figures 7.2.1 to 7.2.7: Recreational Assets** and further listed in **Annex 1: Outdoor Access Schedule** to this outline OAMP. These recreational routes fall within the vicinity of the Proposed Development as follows:

- a single point of crossing of a recreational route by the Proposed Development;
- a recreational route the Proposed Development would follow alongside; or

[1] ScotWays Catalogue of Rights of Way (CROW). [Online] Available at: https://scotways.com/outdoor-access/.
[2] NatureScot, 2010. *A Brief Guide to Preparing and 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.

- recreational routes that would be used by construction vehicles for access purposes during construction and / or operation (some recreational routes run alongside public roads and along tracks that are also be used in part by vehicles).

1.3.5 The details presented in **Annex 1** are based on information provided by organisations consulted by SSEN Transmission, including ScotWays, as part of the design development of the Proposed Development and the Environmental Impact Assessment (EIA) process as detailed in **Volume 2, Chapter 7: Land Use and Prime Agricultural Land.** Other unrecorded and informal recreational routes may become apparent as the pre-construction and construction arrangements are progressed.

1.3.6 It is intended that the schedule in **Annex 1** to this outline OAMP will remain an open document and will be updated should further routes be identified through the pre-construction and construction phases of the Proposed Development to ensure that relevant access management measures are implemented wherever necessary.

1.4 Potential Access Impacts

1.4.1 The key impacts on access associated with the Proposed Development will predominantly arise during the construction phase, and the impacted recreational routes are set out in **Annex 1**.

1.4.2 The construction period for the Proposed Development is anticipated to be approximately four years; 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 owing to the likely phasing of construction activities.

1.4.3 The Proposed Development's construction will require the use of public roads as well as existing, upgraded and new access tracks to the towers, which may impact recreational activities in the short-term where these access tracks intersect with, or follow, existing recreational routes. While recreational routes may be disrupted by construction activity, any restrictions will be short-term and temporary, and users are not predicted to be significantly adversely impacted taking account of the mitigation measures discussed in **Section 1.5** of this outline OAMP.

1.4.4 There may also be some disruption during construction works to motorised and non-motorised users of public roads; the impact of the Proposed Development on traffic and transport is considered in **Volume 2, Chapter 14: Traffic and Transport**.

1.4.5 In addition to the defined routes identified within **Annex 1**, the potential for users undertaking recreation across the wider area, away from formal paths is noted. Effects on the amenity of recreational and residential receptors have been assessed as part of the landscape and visual impact assessment (LVIA), and are detailed within **Volume 2, Chapter 9: Landscape and Visual Amenity**.

1.5 General Access Arrangements

1.5.1 SSEN Transmission is committed to managing and enabling recreational access in a manner to ensure the safety of the general public and construction staff is not compromised.

1.5.2 During the construction phase measures will be taken, where practical, to ensure access to existing recreational routes is maintained. To ensure the safety of the public during construction activities additional health and safety measures may be required. These measures will be detailed and implemented on a case-by-case basis by the Principal Contractors in the OAMP.

1.5.3 The Outdoor Access Schedule included in **Annex 1** of this outline OAMP will continue to be updated as the project moves forward into pre-construction and construction phases, and will detail specific measures for access at individual locations where the Proposed Development interacts with recreational routes.

1.5.4 Prior to the 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.

1.5.5 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.

1.5.6 SSEN Transmission will liaise with impacted landowners to minimise the disruption to estate run activities where feasible.

Access Arrangements – Existing Routes

1.5.7 Where there is potential for interaction along existing recreational routes with the Proposed Development's construction activities the following measures will be applied as a minimum:

- warning signage indicating the likelihood of construction traffic will be placed at regular intervals along the recreational routes;
- site information signs will be posted at regular intervals along the recreational route informing members of the public of safe and appropriate actions if site traffic is encountered;
- the speed limit of construction traffic on recreational routes will be restricted 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 using recreational routes (see **Plate 1: Example Construction Staff Warning Sign**); and
- training / briefing of all drivers to be aware of path users.

1.5.8 The above arrangements will be implemented to ensure both those wishing to use recreational routes are informed of the construction hazards, and that construction personnel are trained to anticipate and take measures to avoid recreational users.

1.5.9 In the circumstance where the health and safety of recreational users and construction staff cannot be met through the adoption of the above measures, temporarily closures or diversions of recreational routes may be considered. In such an event, closure periods will be minimised, the local community will be consulted, information signage will be put in place, and the required statutory consents and approvals will be secured from the local authority.

Plate 1: Example Construction Staff Warning Sign

New Access Tracks

1.5.10 As part of the Proposed Development new permanent access tracks will be constructed in some areas, primarily in the more remote parts of the route. Once the Proposed Development becomes operational, the public will be able to fully access and utilise these tracks by non-motorised means, in line with current access legislation.

1.5.11 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 gates will be installed where the site entrances meet existing roads or recreational routes.

1.5.12 Signage will be put in place where the site entrances meet the existing roads and where existing recreational routes intersect with the new access tracks to highlight to the public the risk of entering the site.

Equestrians

1.5.13 The British Horse Society Scotland (BHSS) made recommendations on the interactions between Heavy Goods Vehicle (HGV) traffic and horses (see **Annex 2** of this outline OAMP).

1.5.14 The OAMP will include consideration of operating HGV around horses, which will include the following measures:

- site training for HGV drivers should include consideration of equestrian users;
- all HGV drivers should be patient when driving or operating close to horses and riders for the safety of the horse, rider, themselves, other site personnel and other members of the public;
- on seeing a horse and rider approaching, drivers should 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 horse and rider are well clear of the back of the HGV;
- if drivers are wishing to overtake a horse and rider they should 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.

ANNEX 1: OUTDOOR ACCESS SCHEDULE

Figure Reference	Path Name	Approximate OS Grid Reference of Crossing	Route Type	Interface with Proposed Development
Section A				
7.2.1	Kirkton of Tealing to Balnuith Core Path	NO 39828 37601	Core Path	Construction Access
7.2.1	Kirkton of Auchterhouse to Balluderon Core Path	NO 37098 38922	Core Path	Construction Access
7.2.1	Prieston to Glen Ogilvie Core Path	NO 38896 39887	Core Path	Construction Access and OHL Crossing
7.2.1	Jericho Core Path	NO 40850 46452	Core Path	Construction Access and OHL Crossing
7.2.1	Drumgley to Glamis Station Core Path	NO 40990 49709	Core Path	Construction Access and OHL Crossing
7.2.1	TC/TA34/1	NO 37365 38584	Public Right of Way (RoW)	Construction Access
7.2.1	TC/TA31/1	NO 38892 39922	RoW	Construction Access and OHL Crossing
7.2.1	TA/TA156/1	NO 40993 49706	RoW	Construction Access and OHL Crossing
Section B				
7.2.2	TA/TA156/1	NO 41756 50005	RoW	Construction Access
7.2.2	TA/TA154/1	NO 42331 52272	RoW	Construction Access and OHL Crossing
7.2.2	TA/TA151/1	NO 43887 53823	RoW	Construction Access
Section C				
7.2.3	Edzell to Westside Core Path	NO 60583 66425	Core Path	Construction Access
7.2.3	TA/TA171/1	NO 59693 64446 and NO 60350 65568	RoW	Construction Access
7.2.3	TA/TA185/1	NO 61247 66676	RoW	Construction Access
Section D				
7.2.4 and 7.2.5	Fordoun: Monboddo Link Road	NO 74522 76426 and NO 74415 77514	Core Path	Construction Access and OHL Crossing
7.2.4 and 7.2.5	GK/GK67/1	NO 78034 84845	RoW	Construction Access
7.2.4 and 7.2.5	SHT(6) 197	NO 75383 80861	Scottish Hill Track	OHL Crossing
Section E				
7.2.6	National Cycle Network (NCN) Route 195 (known as the Deeside Way) HP247	NO 76733 97136	National Cycle Network (NCN) Route Core Path Heritage Path	Construction Access, OHL Crossing
Section F				
7.2.7	Echt to North Kirkton Woods	NJ 74584 05695 and NJ 74725 05699	Core Path	Adjacent to access tracks

ANNEX 2: THE BRITISH HORSE SOCIETY SCOTLAND GUIDANCE

Guidance to Drivers of Large Vehicles

The British Horse Society Scotland

Horses are normally nervous of large vehicles, particularly when they do not often meet them. They can run away in panic if they are really frightened. Whilst their riders will do all they can to prevent this, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

In such a situation, the main factors causing the fear are:

- Being approached by something which is unfamiliar to them and intimidating
- A large moving object, especially if it is noisy
- Lack of space between the horse and the vehicle
- The sound of the vehicles air brakes
- Anxiety on the part of the rider

How can you help?

- On seeing a rider, or riders, approaching – please slow down and be prepared to stop if necessary.
- Be aware that the sound of your airbrakes may spook the horse.
- If the horse, or horses, show signs of nervousness as you get closer, please turn the engine off and allow them to pass.
- Please don't move off again until the riders are well clear of the rear end of the vehicle.
- If you are approaching riders and wishing to overtake them, please approach slowly, or even stop to give the rider's time to find a gateway, or other place off the road, where they can take refuge and create sufficient space between the horse and vehicle. Horses are very aware of things coming from behind, due to the position of their eyes.
- Please be patient. Most riders will do their best to reassure their horses even though they may be feeling a high degree of anxiety themselves.
- Note: the safest place for the rider's hands is on the reins, so if they are anxious, they may only be able to nod their thanks to you – but please do be assured that they will be very, very grateful for your consideration of their situation.

THE BRITISH HORSE SOCIETY IS VERY GRATEFUL TO ALL DRIVERS WHO ARE WILLING TO FOLLOW THESE GUIDELINES.