

APPENDIX V2-11.1: DRAFT OUTDOOR ACCESS MANAGEMENT PLAN

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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 Skye Reinforcement Project (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 a long, linear feature, crossing a range of areas where existing outdoor access routes are established, from local Core Path networks around settlement areas, to less defined upland mountain routes. Other areas are known to host seasonal recreational activities such as estate sports including stalking and fishing.

Outdoor Access Schedule

- 1.3.2 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 identified in each Section are shown on **Figures V2-A11.1-0.1 to V2-A11.1-6.2** and listed in **Annex 1: Outdoor Access Schedule**.

These routes all fall within the vicinity of the Proposed Development, either at a single point of crossing by the proposed OHL, underground cable or tracks, where the OHL / underground cable is proposed to follow alongside the routes directly, or where routes would be used during construction and / or operation. It is intended that this schedule would remain an open document and would be updated should further routes be identified through the pre-construction and construction phases of the Proposed Development.

- 1.3.3 In addition to the defined routes identified within Annex 1, the potential for those undertaking recreation across the wider area, away from paths is noted.

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. Potential interactions with recreational routes are identified in the Outdoor Access Schedule (Annex 1). The Construction Period for the Proposed Development is anticipated to be approximately three years. However, given the linear nature of the Proposed Development, not all areas would be subject to disturbance during this full period.

- 1.4.2 The Proposed Development closely follows the currently standing original OHL whenever possible, and so would make use of the existing access tracks and other infrastructure left over from the original OHL construction where possible. However, the Proposed Development would require new routes or tracks to the poles / towers which could impact recreational activities in the short term and upgrading works to some existing routes. 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 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]

1.4.3 There may also be some disruption during construction works to users of the A87.

Operational Phase

1.4.4 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 It is intended that the Outdoor Access Schedule included in Annex 1 would continue to be updated as the project moves forward into pre-construction and construction phases, with specific measures for access at individual locations addressed in further detail, as necessary.

1.5.3 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.

1.5.4 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.

1.5.5 The Applicant would liaise with the landowners to minimise the disruption to estate run activities where possible.

Access Arrangements – Existing Routes

1.5.6 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 '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.

1.5.7 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

New Access tracks

- 1.5.1 As part of the Proposed Development, new permanent access tracks would be constructed, primarily in the more remote parts of the route. Once the OHL became operational, the public would be able to fully access these tracks by non-motorised means, in line with current access legislation.
- 1.5.2 During construction of these new tracks, access would be restricted to the general public on safety grounds. Access gates would be installed to limit unauthorised vehicles from entering the site and pass gates would be installed where the site entrances meet existing roads to accommodate walkers, cyclists and horse riders.
- 1.5.3 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.

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.

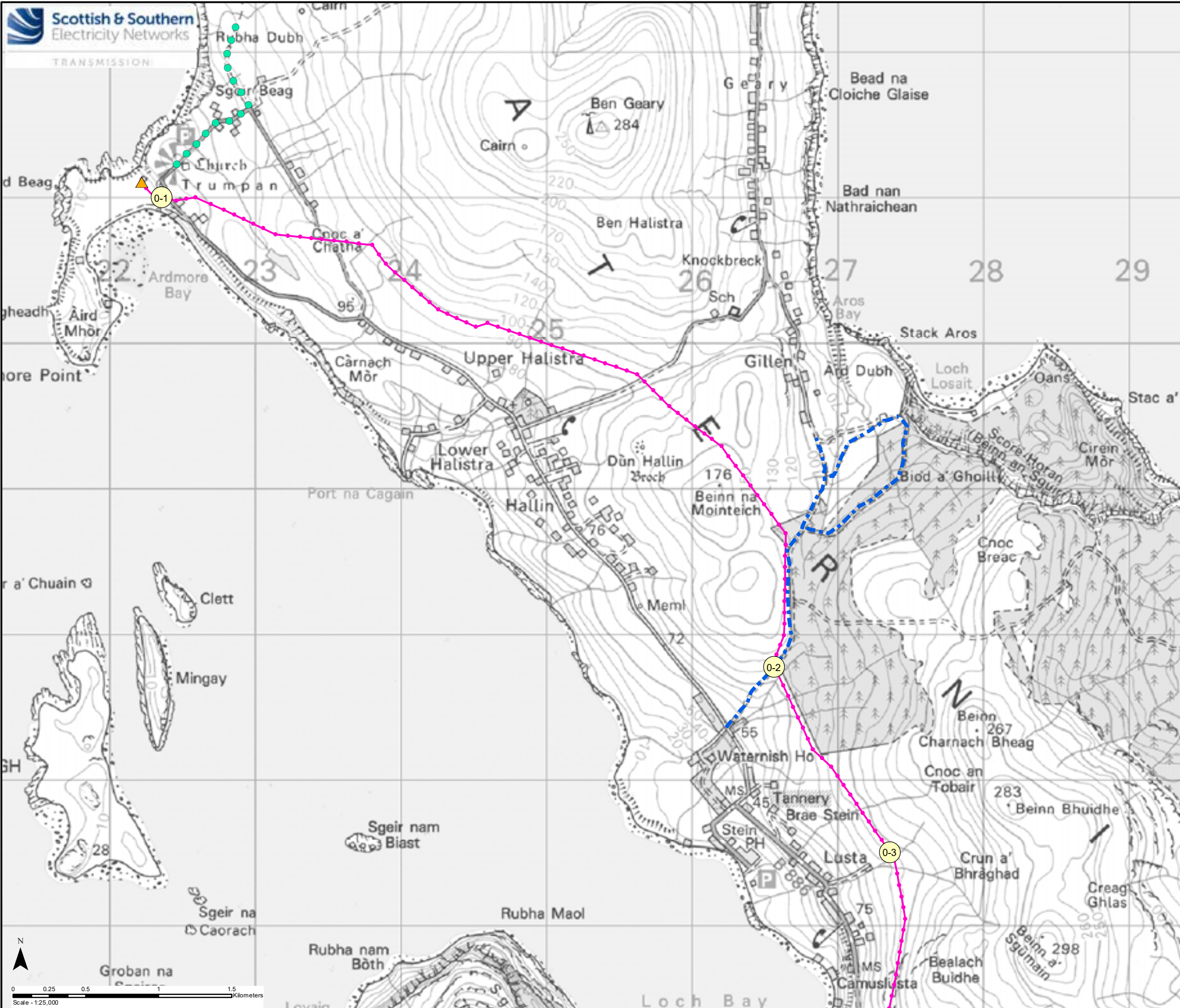
ANNEX 1: OUTDOOR ACCESS SCHEDULE

| Reference | Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------|---|-------------------------------|--------------|--|
| Section 0 | | | | |
| 0-1 | Track to Ardmore Point | NG 22353 60999 | Track / Path | OHL Crossing |
| 0-2 | Core Path SL10.01 (Stein to Gillen) | NG 26562 57773 | Track | OHL Crossing and Adjacent |
| 0-3 | Wider Access Path (Lusta Crofts) | NG 27358 56502 | Path | OHL Crossing |
| 0-4 | Old Road at Fairy Bridge | NG 28509 51205 | Old Road | OHL Crossing |
| 0-5 | Feorlig to Ben Aketil Wind Farm Track | NG 30059 45476 | Track | OHL Crossing |
| Section 1 | | | | |
| 1-1 | Edinbane Wind Farm Access Road | NG 35144 44103 | Track | Construction Access and OHL Crossing |
| 1-2 | Core Path 28.01 (Loch Caroy to Glen Vic Askill) | NG 35304 44086 | Track | Construction Access, Felling and OHL Crossing |
| 1-3 | B885 to Glen Vicaskill Public Right of Way | NG 39452 43468 | Track | Upgrading and Operational Access |
| 1-4 | Glen Tungadal Forest Track | NG 43081 37053 | Forest Road | Upgrading and Construction and Operational Access. |
| Section 2 | | | | |
| 2-1 | Public Right of Way HSL23 | NG 48879 30502 | Path | UGC Crossing |
| 2-2 | A87 to Loch Ainort Path | NG 53622 27883 | Track | UGC Construction Corridor |
| 2-3 | Loch Ainort to Luib Path | NG 55768 27600 | Path | UGC Construction Corridor |
| 2-4 | Divergence from Public Right of Way HSL46 | NG 56357 27514 | Path | Access Track and UGC Crossing and Construction Works Adjacent |
| 2-5 | Public Right of Way HSL46/ Scottish Hill Track 290 (The Torrin Ring from Luib) | NG 56531 27332 | Path | Construction and Operational Access, OHL Crossing and Adjacent Works |
| 2-6 | Core path SL03.01 (Luib to Strollamus) / Public Right of Way HSL45 | NG 59056 26852 | Track | Upgrading, Construction and Operational Access and Works Adjacent. |
| 2-7 | Public Right of Way HSL44 / Scottish Hill Track 290 (The Torrin Ring from Luib) | NG 59194 26327 | Path | OHL Crossing |

| Reference | Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------------------|---|----------------------------------|---------------------|---|
| Section 3 | | | | |
| 3-1 | Core path SL03.04 (Broadford to Suardale) / Scottish Hill Track 294 (Broadford to Kilbride by Borerraig and Suisnish) | NG 63635 22810 | Track / Path | Construction Access |
| 3-2 | Wider Access Path | NG 65905 22151 | Track | OHL and Construction Access Crossing |
| 3-3 | Candidate Core Path | NG 67298 22045 | Old Road | OHL Crossing |
| 3-4 | Wider Access Path | NG 72459 24112 | Forest Road | Upgrading, Construction and Operational Access. Route to be extended. |
| 3-5 | Wider Access Path | NG 79300 23246 | Forest Road / Track | Upgrading, Construction and Operational Access and OHL Crossing. |
| AA-1 (Alternative Alignment) | Wider Access Path | NG 72859 21663 | Forest Track | Construction Access and OHL Crossing. |
| AA-2 (Alternative Alignment) | Otter Haven Wider Access Path | NG 78683 21244 | Forest Track | Upgrading and Construction and Operational Access |
| Section 4 | | | | |
| 4-1 | Core Path SL12.05 / Public Right of Way (Kyle Rhea) | NG 79864 22475 | Track | Upgrading, Construction and Operational Access and OHL Crossing. |
| 4-2 | Core Path SL12.05 (Glen Bernera) | NG 81110 21785 | Track | Construction and Operational Access and OHL Crossing |
| 4-3 | Public Right of Way HSL78 / Scottish Hill Track 254 (Glenelg to Totaig) | NG 82483 21020 | Track | OHL and Access Track Crossing. |
| 4-4 | Core Path SL12.02 (Balvraid to Srath a Chomair) / Public Right of Way HSL54 | NG 86520 15855 | Track | Upgrading, Construction and Operational Access and OHL Crossing. |
| 4-5 | Public Right of Way HSL20 / Scottish Hill Tracks 252 and 253 (Gleann Beag to Glen Dubh Lochann) | NG 87342 15918 to NG 90803 10266 | Track / Path | Upgrading, Construction and Operational Access, OHL Crossings and Works Adjacent. |
| 4-6 | Core Path SL12.07 (Corran to Gleann Dubh Lochain) / Public Right of Way HSL88 | NG 90780 10136 | Track | Upgrading, Construction and Operational Access and OHL Crossing. |
| 4-7 | Public Rights of Way HL13 / HL16 and Scottish Hill Track 251 and 252 (Gleandubhlochain to Kinloch Hourn) | NG 91004 10145 to NG 96058 06531 | Path | Upgrading, Construction and Operational Access, OHL Crossings and Works Adjacent. |

| Reference | Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------|---|-------------------------------|-------------|---|
| 4-8 | Public Right of Way HL7 / Scottish Hill Track 256 (Kinloch Hourn to Achnagart (Glen Shiel)) | NG 95929 05902 | Track | Upgrading, Construction and Operational Access, OHL Crossings and Works Adjacent. |
| 4-9 | Mountain Route to Sgurr nan Eugallt | NG 95829 05399 | Path | OHL Crossing |
| 4-10 | Wider Access Path | NG 99414 03686 | Path | Upgrading, Construction Access and OHL Crossing. |
| 4-11 | Wider Access Path | NG 99786 03553 | Hydro Track | OHL Crossing |
| 4-12 | Wider Access Hill Path to Sgurr a' Mhaoraich | NH 00865 03640 | Path | OHL and Access Track Crossing |
| 4-13 | Public Right of Way HL8 / Scottish Hill Track 257 (Glen Garry to Glen Shiel) | NH 01399 04092 | Track | Construction Access and OHL Crossing. |
| 4-14 | Wider Access Path to Gleouraich | NH 02997 03134 | Path | OHL and Construction Access Crossing |
| 4-15 | Wider Access Path to Spidean Mialach | NH 03469 02860 | Path | OHL and Construction Access Crossing |
| 4-16 | Wider Access Path | NH 03784 02661 | Hydro Track | Construction Access and OHL Crossing. |
| Section 5 | | | | |
| 5-1 | Public Right of Way HL20 / Scottish Hill Track 257 (Glen Garry to Glen Shiel) | NH 11162 01972 | Path | Construction Access and OHL Crossing. |
| 5-2 | Wider Access Path (Tomdown to Loch Loyne) | NH 14903 01625 | Path | Construction Access and OHL Crossing. |
| 5-3 | Wider Access Path | NH 15960 01552 | Forest Road | Construction and Operational Access and OHL Crossing. |
| 5-4 | Forest Road to Lochantoss | NH 16332 01586 | Track | Construction and Operational Access and OHL Crossing. |
| 5-5 | Wider Access Path | NH 17840 01987 | Forest Road | Construction and Operational Access and OHL Crossing. |
| 5-6 | Wider Access Path | NH 19439 02519 | Forest Road | Upgrading, Construction and Operational Access and OHL Crossing. |
| 5-7 | Wider Access Path (Heritage Trail) | NH 24057 02942 | Path | Construction and Operational Access and OHL Crossing. |
| 5-8 | Track to Achadh Luachradh | NH 24847 02896 | Path | OHL Crossing, Operational Access |
| 5-9 | Forest track. | NH 26078 02884 | Forest Road | Construction Access and OHL Crossing. |

| Reference | Name | Approximate OS Grid Reference | Route Type | Issue |
|------------------|---|----------------------------------|------------|--|
| 5-10 | Wider Access Path (Munerigie Wood) | NH 26543 02770 to NH 28262 01784 | Track | Upgrading, construction and Operational Access and OHL Crossing. |
| 5-11 | Core Path LO11.02 (Aldernaig Burn to Loch Lundy) | NH 29536 02581 | Track | Construction and Operational Access, and OHL Crossing. |
| Section 6 | | | | |
| 6-1 | Core Path LO11.02 / Public Right of Way HL32 (Aldernaig Burn to Loch Lundy) | NH 30298 03921 | Track | Construction and Operational Access, and Adjacent Works. |
| 6-2 | Core Path LO11.02 / N16.09 (Bridge of Oich to Loch Lundie) | NH 31225 05422 | Track | UGC Crossing |
| 6-3 | Core Path IN16.10 (Bridge of Oich to Torr Dhuin) | NH 32118 05987 | Track | Construction and Operational Access and UGC Crossing |
| 6-4 | Auchterawe Wood Forestry Road | NH 34679 08300 | Path | UGC Crossing / Works Adjacent |
| 6-5 | Core Path IN16.02 (Jenkins Park Forest Walks) | NH 35040 08744 | Track | Construction Access and Works Adjacent. |
| 6-6 | Core Path IN16.15 (Auchterawe Woods Paths) | NH 35195 08569 | Track | Construction Access and UGC Crossings |



Key

- ① Outdoor Access Schedule Reference
- Proposed OHL Alignment
- Alternative Alignment
- Proposed Underground Cable
- Proposed Steel Lattice Tower
- Alternative Alignment Steel Lattice Tower
- Existing Steel Lattice Tower to be Retained
- Existing NeSTS Tower to be Retained
- Proposed Wood Pole (H Pole)
- Temporary 132 kV Diversion (Wood Pole)
- ▲ Existing Substation
- Section Divider

Access

- Existing Access Track
- Existing Access Track to be Upgraded
- New Permanent Access Track (construction type to be determined)
- New Temporary Access Track
- New Permanent Access Track (Cut / Fill Construction)
- New Permanent Access Track (Floating Construction)
- New Temporary Spur to Towers

Recreational Routes

- Core Path
- Hill Track
- Other Recreational Routes*

*Note: Not all Wider Access Paths are shown on this Figure

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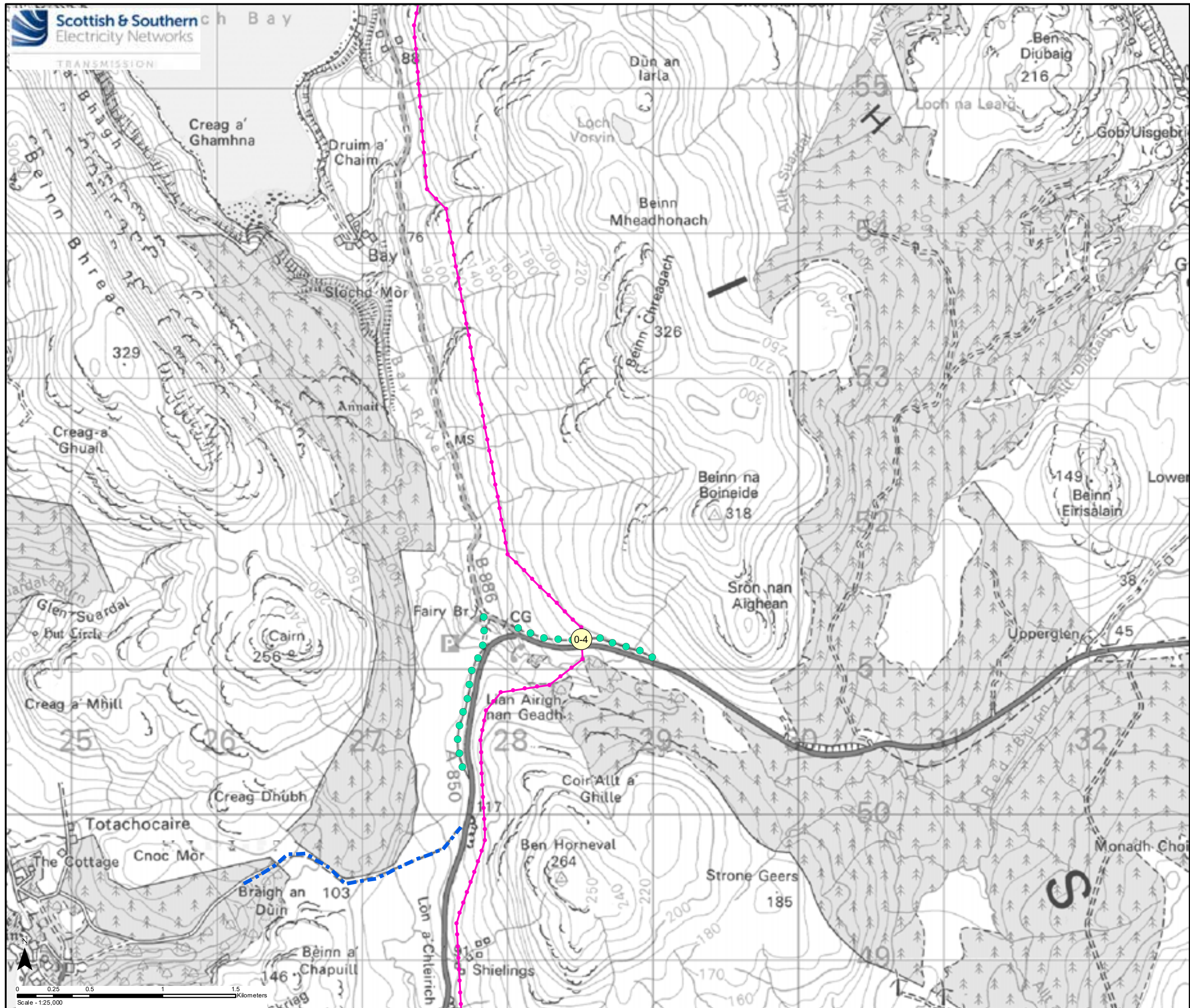
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Title: Figure V2-A11.1-0.1 Outdoor Access Plan - Section 0 (Page 1)

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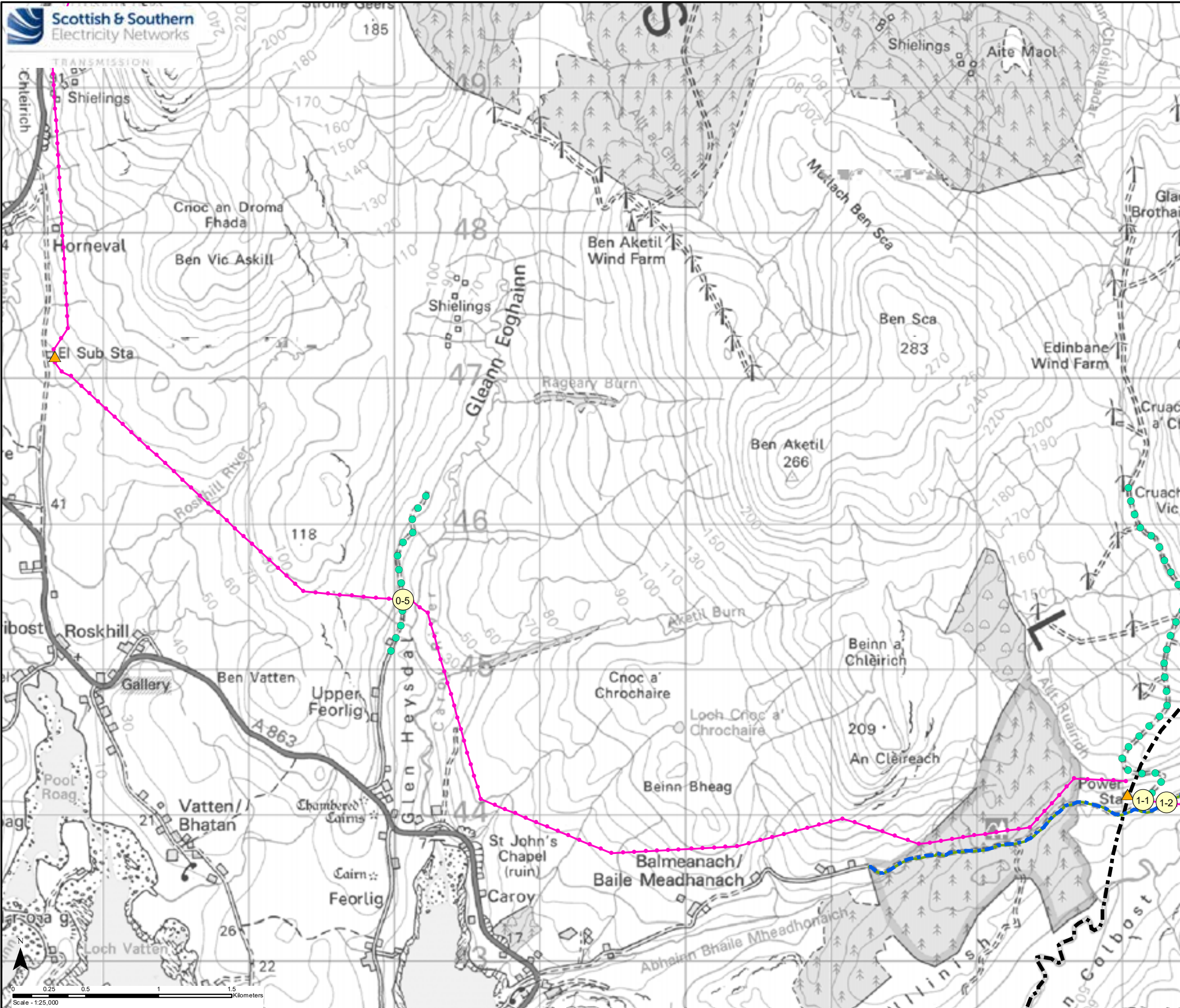
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Outdoor Access Plan - Section 0 (Page 2)

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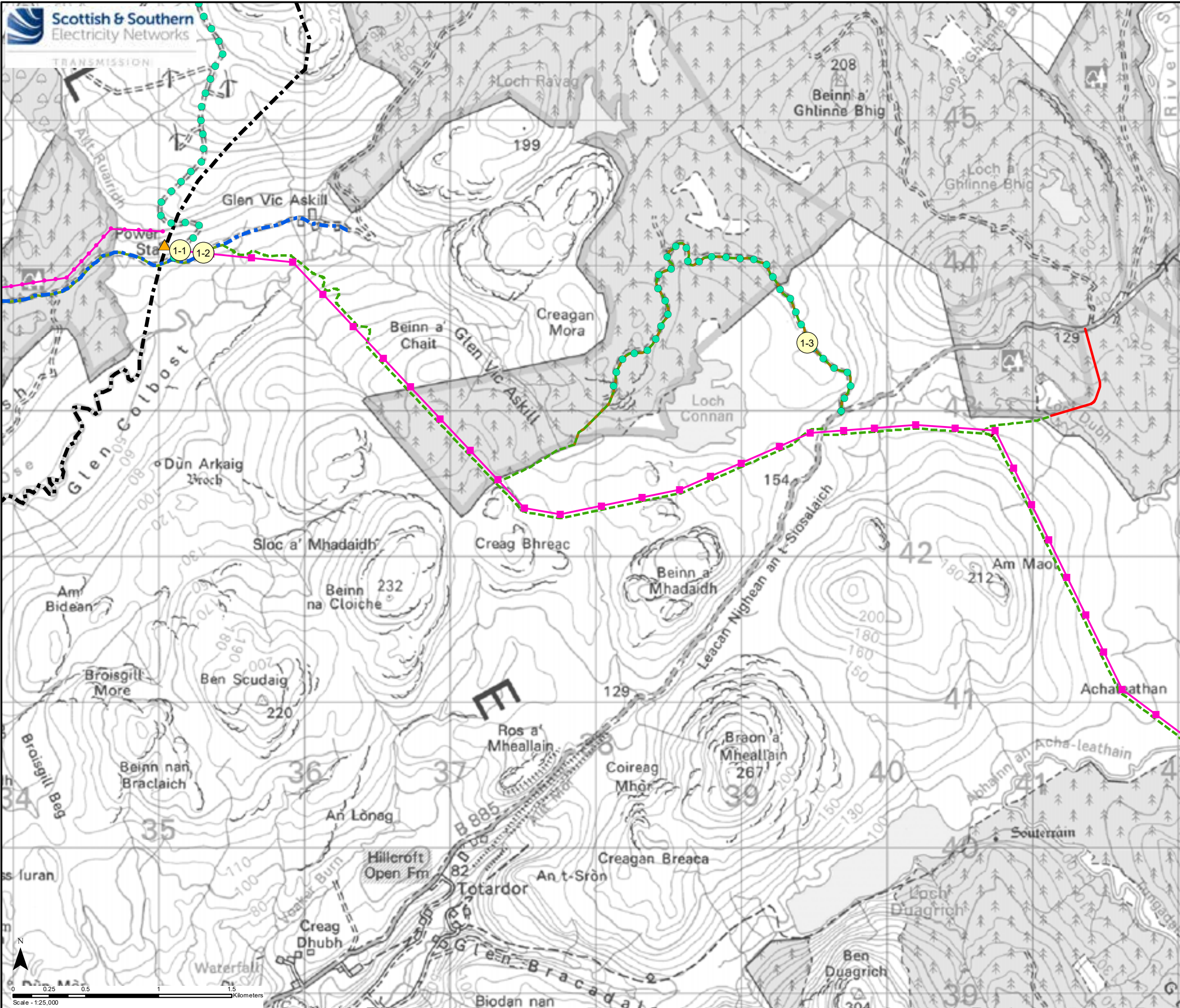
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Title: Figure V2-A11.1-0.3
Outdoor Access Plan - Section 0 (Page 3)

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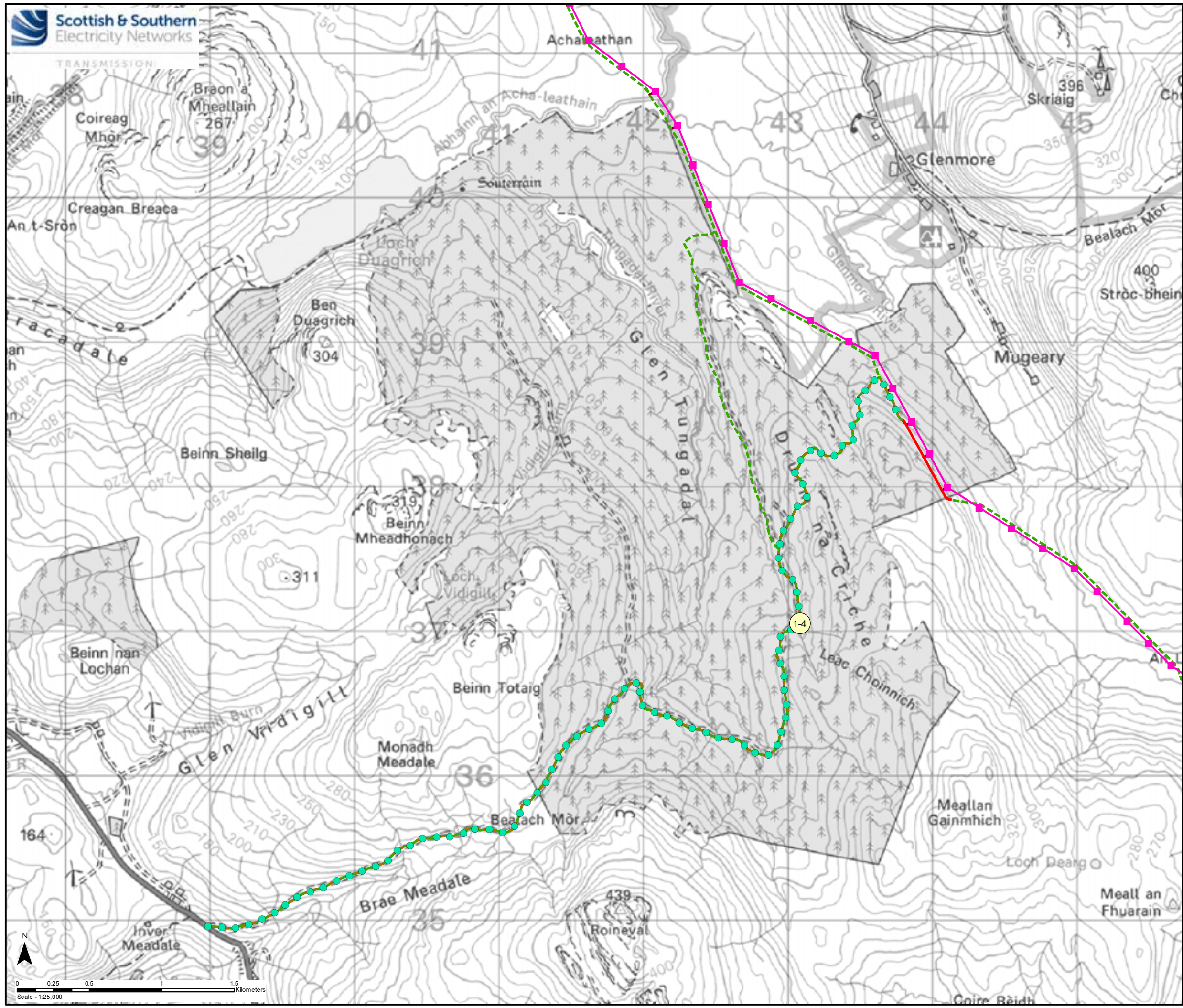
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Outdoor Access Plan - Section 1 (Page 1)

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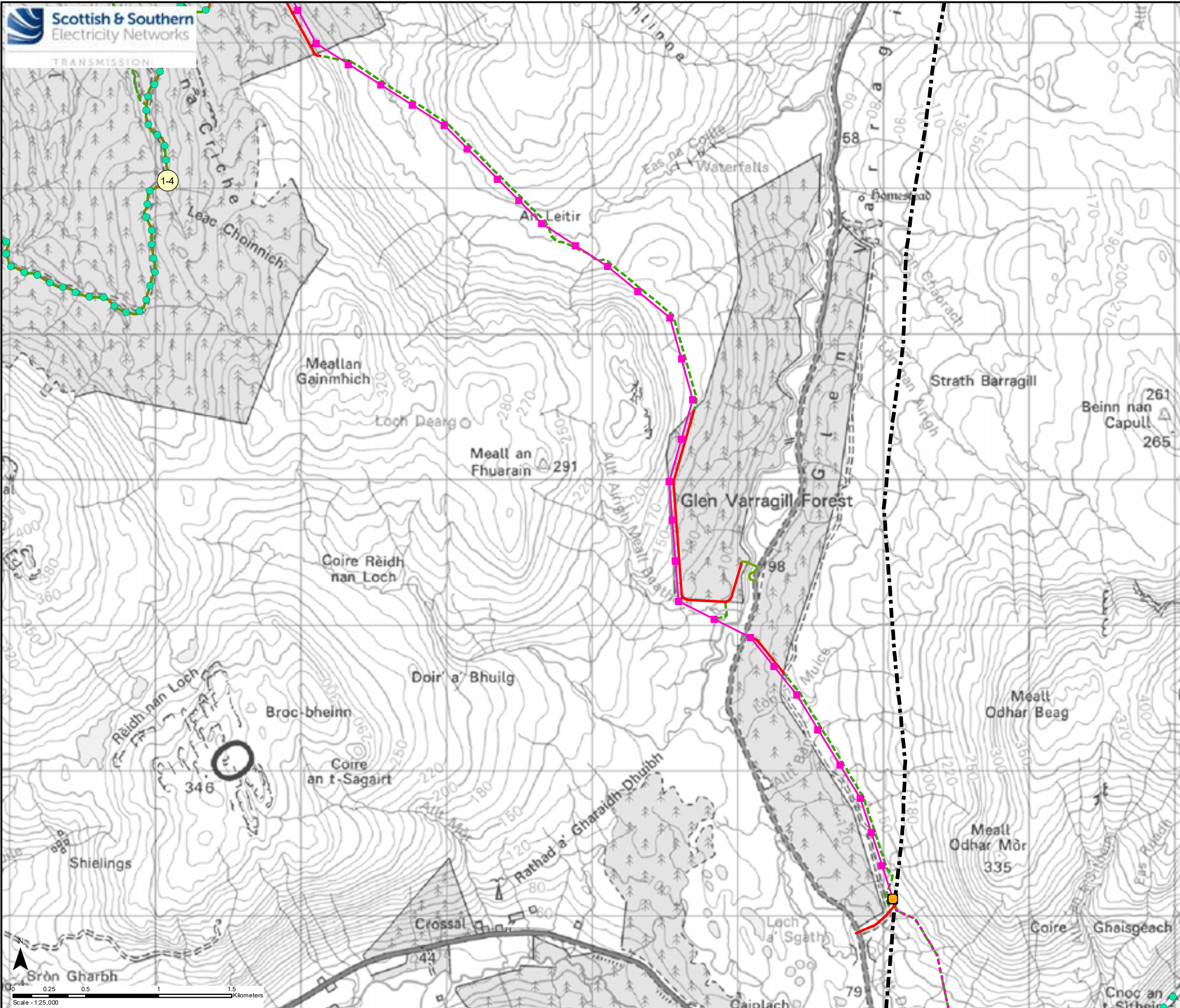
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Outdoor Access Plan - Section 1 (Page 2)

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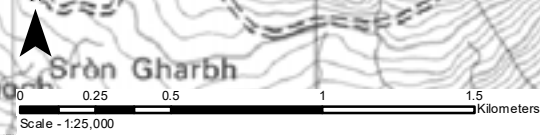
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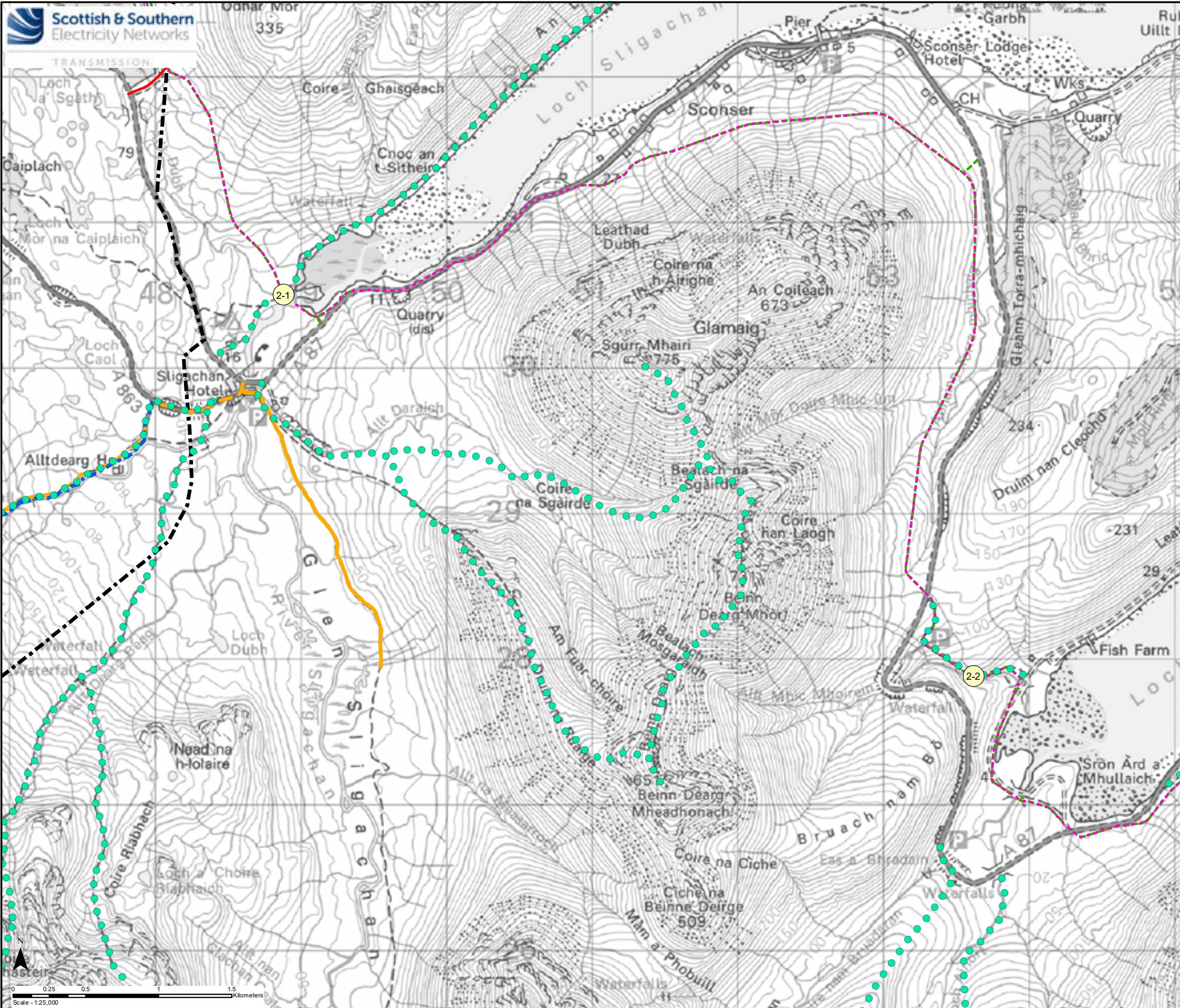
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Project: Skye Reinforcement Project
EIA Report

Title: Figure V2-A11.1-1.3
Outdoor Access Plan - Section 1 (Page 3)

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Key

- ① Outdoor Access Schedule Reference
- Proposed OHL Alignment
- Alternative Alignment
- - - Proposed Underground Cable
- Proposed Steel Lattice Tower
- Alternative Alignment Steel Lattice Tower
- Existing Steel Lattice Tower to be Retained
- Existing NeSTS Tower to be Retained
- Proposed Wood Pole (H Pole)
- Temporary 132 kV Diversion (Wood Pole)
- ▲ Existing Substation
- - - Section Divider

Access

- Existing Access Track
- Existing Access Track to be Upgraded
- New Permanent Access Track (construction type to be determined)
- New Temporary Access Track
- New Permanent Access Track (Cut / Fill Construction)
- New Permanent Access Track (Floating Construction)
- New Temporary Spur to Towers

Recreational Routes

- Core Path
- Hill Track
- Other Recreational Routes*

*Note: Not all Wider Access Paths are shown on this Figure

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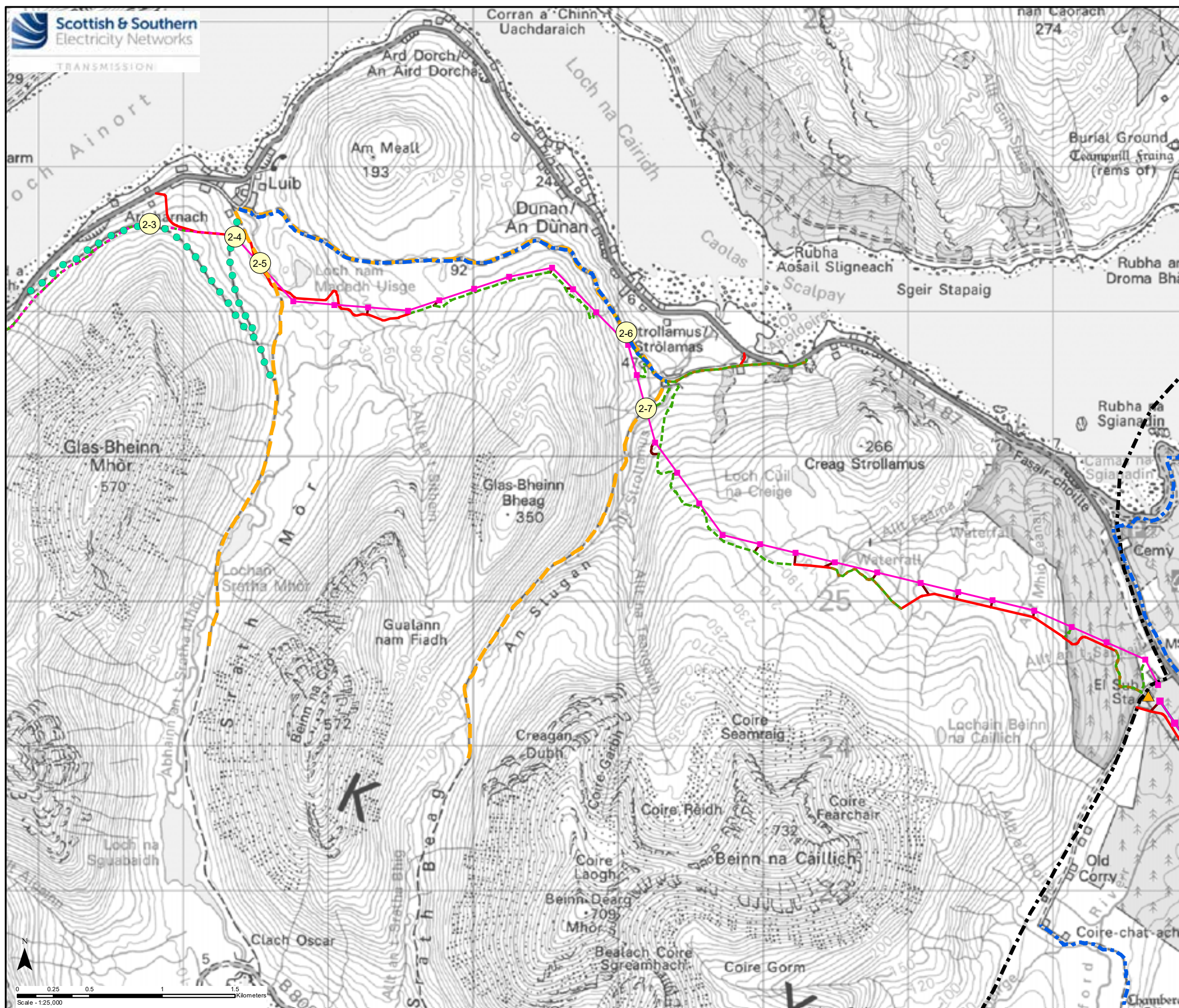
Project No: LT91

Project: Skye Reinforcement Project EIA Report

Title: Figure V2-A11.1-2.1 Outdoor Access Plan - Section 2 (Page 1)

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- Key**
- ① Outdoor Access Schedule Reference
 - Proposed OHL Alignment
 - Alternative Alignment
 - - - Proposed Underground Cable
 - Proposed Steel Lattice Tower
 - Alternative Alignment Steel Lattice Tower
 - Existing Steel Lattice Tower to be Retained
 - Existing NeSTS Tower to be Retained
 - Proposed Wood Pole (H Pole)
 - Temporary 132 kV Diversion (Wood Pole)
 - ▲ Existing Substation
 - - - Section Divider

- Access**
- Existing Access Track
 - Existing Access Track to be Upgraded
 - New Permanent Access Track (construction type to be determined)
 - - - New Temporary Access Track
 - New Permanent Access Track (Cut / Fill Construction)
 - New Permanent Access Track (Floating Construction)
 - New Temporary Spur to Towers

- Recreational Routes**
- Core Path
 - Hill Track
 - Other Recreational Routes*

*Note: Not all Wider Access Paths are shown on this Figure

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Title: Figure V2-A11.1-2.2
Outdoor Access Plan - Section 2 (Page 2)

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